

SOCIÉTÉ DES NATIONS.

C.C.T./690(a).

Genève, le 3 août 1938. 12

COMMISSION DES COMMUNICATIONS ET DU TRANSIT.

PROJET DE COMPTE RENDU DES TRAVAUX DE LA 21^e SESSION (suite)

XVII. PROPOSITION DU GOUVERNEMENT CHINOIS
AU SUJET DES MESURES À PRENDRE PAR SUITE
DES INONDATIONS DU FLEUVE JAUNE.

M. METTERNICH donne lecture de la lettre adressée au Secrétaire général de la Société par le Représentant de la Chine au Conseil, le 26 juillet 1938, ainsi que de la note du Secrétaire général, du 28 juillet 1938, transmettant ladite lettre à la Commission (Annexe).

M. HOO saisit cette occasion pour rappeler que la collaboration technique entre la Société des Nations et la Chine n'est pas une nouveauté. En effet, le Gouvernement chinois a déjà eu à maintes reprises l'occasion de se féliciter du concours d'experts désignés par la Société des Nations pour accomplir certains grands travaux hydrauliques. D'ailleurs, deux de ces experts se trouvent encore en Chine.

D'autre part, M. Hoo insiste sur le fait que la tâche de la Commission des Communications et du Transit est bien définie dans le dernier paragraphe de l'introduction où il est spécifié que le Secrétaire général serait heureux si la Commission voulait bien donner un avis préalable sur les conditions techniques dans lesquelles une telle tâche pourrait être entreprise sous la responsabilité de la Société des Nations. Il n'appartient donc pas à cette Commission de décider si la demande du Gouvernement chinois doit être ou non acceptée; elle ne peut que donner une opinion technique sur les conditions dans lesquelles cette tâche pourrait être entreprise. En effet, la question même de la collaboration entre la Chine et la Société des

Nations est de la compétence d'un autre comité et c'est à ce comité qu'il appartiendra également de décider si la demande actuelle de la Chine peut être ou non acceptée.

M. LAHAUSSOIS voudrait obtenir des précisions sur la portée de la requête chinoise. Il s'agit, dans le cas particulier, d'un projet de grande envergure pour lequel un seul expert ne suffirait pas. S'agira-t-il alors de mettre à la disposition du Gouvernement chinois un certain nombre de techniciens chargés de préparer un projet ? Ce projet une fois établi, le Gouvernement chinois voudra-t-il que la Société des Nations prenne la responsabilité de l'exécution des travaux ? Il semble que ce soit là un fait assez grave.

Le PRESIDENT estime que la Commission pourrait plus utilement discuter si la question avait été au préalable examinée par un sous-comité.

M. KREBOC se rend compte qu'il s'agit là de travaux susceptibles de prendre une très grande envergure et, s'il a bien compris la lettre du Gouvernement chinois, il s'agira d'élaborer/un projet, puis de faire exécuter les travaux sous la responsabilité de la Société des Nations. Il semble que cette manière de procéder sorte un peu du cadre de la collaboration technique qui existe actuellement entre la Chine et la Société des Nations.

M. HOO précise que, dans le cas particulier, le Gouvernement chinois voudrait que les experts désignés par la Société des Nations n'aient plus, comme d'ordinaire, une mission d'ordre général, mais une tâche bien déterminée. En d'autres termes, ils devraient élaborer des plans et surveiller les travaux.

M. LAHAUSSOIS estime que le problème est très compliqué, car on peut, en effet, imaginer qu'il s'agira de travaux

considérables. On peut concevoir par exemple qu'il faille envisager le reboisement de vastes territoires. Or, il serait vain que des experts désignés par la Société des Nations se livrent à des études très complexes si, ensuite, le Gouvernement chinois s'apercevrait qu'elles dépassent le cadre de ses possibilités, car il faudra évidemment engager des dépenses énormes.

M. DIETRICH expose que le problème des eaux en Chine est extrêmement grave et ne peut être comparé à la situation d'aucun autre pays du monde, sauf peut-être à celle de l'Amérique. Mais ce problème a été étudié et résolu d'une façon très différente en Chine et en Amérique. En Chine, on a construit des digues pour se protéger contre les inondations; en Amérique, le problème a été abordé sous un autre aspect. Mais il faut retenir en tout cas qu'il ne s'agit pas là de questions de détail, mais d'un vaste problème d'ensemble. On ne peut pas, en effet, le résoudre en partie. Il faut envisager le régime des eaux tout entier. D'ailleurs, le Gouvernement chinois, dans sa lettre, spécifie qu'il est urgent de prendre des mesures pour lutter contre les inondations, pour empêcher qu'elles ne s'étendent davantage et pour prévenir leur retour. Il n'y a pas de limites à la question ainsi posée, et le problème est rendu plus difficile encore par suite de la situation qui existe dans le pays.

Par ailleurs, si M. Dietrich parle de ce problème, c'est parce qu'il vient d'un pays qui, toutes proportions gardées, a dû faire face aux mêmes difficultés. La Hongrie a eu à souffrir de très graves inondations avant que le problème ait été résolu par les ingénieurs.

M. Dietrich donne ensuite certaines précisions sur la façon dont la Hongrie et les pays limitrophes peuvent se préserver des inondations.

M. HOO reconnaît que le problème est très vaste et que dans les circonstances actuelles, il est assez difficile d'entreprendre sa réalisation. Ce que le Gouvernement chinois demandera pour le moment aux experts, c'est de parer aux besoins urgents, à savoir: arrêter les inondations du Fleuve Jaune qui, jusqu'ici, n'ont pas diminué, mais qui vont en augmentant et empêcher qu'elles se renouvellent l'an prochain. Il ne s'agit donc pas d'envisager le reboisement ou d'autres travaux, mais il conviendra plutôt de chercher à arrêter la catastrophe et, ce faisant, d'alléger les souffrances dont sont affligées de nombreuses populations. La Chine, d'ailleurs, n'ignore pas les difficultés provenant de la situation actuelle.

M. MODEROW reconnaît que la Commission doit se borner à donner un avis préalable sur les conditions techniques dans lesquelles une telle tâche pourrait être entreprise. La mission de la Commission est donc limitée. Cependant, pour donner un avis sur les conditions techniques, il faut posséder des éléments d'information très complets; tel n'est pas le cas actuellement. Par conséquent, il serait nécessaire de constituer aussitôt que possible un sous-comité qui serait à même de présenter à la Commission tous les éléments d'information utiles.

Le PRÉSIDENT propose de constituer un sous-comité pour l'étude de cette question et il suggère de désigner, pour faire partie de ce sous-comité, les trois membres suivants: M. de RUELLE, M. DIETRICH et M. KRBEG.

La proposition du Président est adoptée.

Rapport présenté par le Sous-comité (Annexe)

Le PRESIDENT prie M. de Ruelle de donner lecture du projet de rapport.

M. de RUELLE expose que la mission confiée au Sous-comité portait sur l'examen du problème des débordements du Fleuve Jaune qui constituent un cataclysme dont les effets atteignent une population très nombreuse, répartie sur de vastes régions. Il estime que personne ne peut rester indifférent en présence de cette détresse. La note adressée à ce sujet à la Commission par le Secrétaire général (Annexe) limite de façon très précise l'objet de la mission de la Commission. En effet, le Secrétaire général a demandé à la Commission dans quelles conditions la Société des Nations peut assumer la responsabilité technique de proposer des travaux et de veiller à leur accomplissement. Le projet de rapport porte : "Les conditions techniques dans lesquelles une telle tâche pourrait, si elle était acceptée, être entreprise sous la responsabilité de la Société des Nations". Le Sous-comité n'avait qu'à répondre à cette question et il a rédigé son rapport .

M. de Ruelle donne ensuite lecture du projet présenté par le Sous-comité.

M. de Ruelle ajoute qu'au cours de l'examen effectué par le Sous-comité, la question s'est posée de savoir si, entraînant plus au coeur du problème, il ne conviendrait pas de citer à titre d'exemple, ce qui a été fait pour d'autres fleuves dont le cours présente des inconvénients semblables que le Fleuve Jaune, tout particulièrement le Danube. Finalement, il a été estimé qu'il valait mieux pour le moment rester dans des généralités.

M. LAHAUSSOIS estime le rapport remarquable, mais constate qu'il n'y est question, dans les mesures à prendre pour remédier à la situation actuelle, que d'exécution de travaux. Cette expression est-elle assez large? En effet, il faudra des travaux de correction très lents: peut-on attendre leur exécution pour apporter à la population les secours dont elle a besoin? Les mesures indiquées par

M. Dietrich - organisation d'un service de prévision et d'annonce des crues - n'apporteront aucune amélioration à la situation actuelle, mais l'organisation d'un tel service, beaucoup moins longue que l'exécution des travaux, aurait pour avantage d'informer les populations des crues imminentes, leur permettrait de prendre à temps les mesures de protection nécessaires et assurerait la sauvegarde de milliers de vies humaines. Il faut donc soit mentionner expressément cette organisation, soit employer des expressions plus générales que les mots "exécution des travaux".

M. DIETRICH appuie la proposition de M. Lahaussois, d'autant plus que dans la lettre même du représentant de la Chine, on lit: "Il est urgent de prendre des mesures pour lutter contre les inondations, pour empêcher qu'elles ne s'étendent davantage, et pour prévenir leur retour".

Il est évident que depuis quatre mille ans les Chinois connaissent la situation et savent aussi qu'on ne saurait y remédier en quelques jours, ni même dans l'espace d'une année. Cependant, ce n'est pas avec des études qu'on sauve des vies humaines. Quelle est la seule méthode applicable, soit immédiatement, soit plus tard, pour venir en aide aux populations sinistrées? M. Dietrich, qui possède une connaissance pratique de la question, depuis de nombreuses années, pense qu'on ne peut, pour le moment, faire bénéficier la Chine que d'un seul moyen pratique: l'organisation d'annonce des crues qui a fait ses preuves en ce qui concerne le Danube. Certes, le Danube est moitié

• moins long que le Fleuve Jaune, mais c'est aussi un fleuve de plaine qui charrie beaucoup de limon et de loess et l'on peut utilement recourir en Chine à une méthode qui a fait ses preuves depuis plus de quinze ans.

Cela serait facile si la Chine était maîtresse de tout le territoire en cause, mais la situation est différente et ici entrent le nouveau en ligne de compte les bons offices de la Société des Nations en vue de faciliter l'exécution des travaux et la collaboration des deux parties dans un but commun.

→ M. Dietrich procède ensuite à une démonstration graphique d'où il ressort que le Fleuve Jaune n'est dangereux que sur la dernière partie de son parcours, à partir du moment où, cessant de descendre vers le sud, il fait une courbe pour se diriger vers l'est et se jeter dans la mer. C'est à cet endroit qu'il est grossi de trois affluents d'une nature toute différente de la sienne qui lui apportent des quantités considérables de loess et provoquent les crues du fleuve. Le territoire qui serait couvert par l'organisation éventuelle d'annonces de crues se trouve sous la domination chinoise, mais les inondations se produisent dans la plaine en direction de l'est. Il est donc impossible d'obtenir des résultats si la Société des Nations, faisant un pas de plus, ne déclare pas à la Chine qu'elle est prête à faire bénéficier ce pays de ses bons offices et à se faire forte auprès du Gouvernement japonais pour que celui-ci fasse son possible afin d'établir une collaboration dans un but dont lui-même tirera également profit.

Toutes les difficultés découlant des circonstances actuelles doivent être éliminées. C'est la tâche de la Société des Nations. Pour y parvenir elle possède des moyens propres.

Il incombe à la Commission d'exposer l'amplitude du problème et l'impossibilité de faire quoi que ce soit dans un délai rapproché, délai défini par les douze mois qui s'étendent jusqu'aux prochaines crues. En effet, les hautes eaux ont lieu environ de juin à septembre. Il faut que les prochaines crues trouvent des équipes alertées, possédant les moyens de se défendre sur place. C'est tout cela qu'il faut expliquer au Conseil en soulignant la nécessité de profiter de l'analogie avec le régime du Danube et d'envoyer à cet effet en Chine une mission composée d'un Commissaire International chargé de négocier avec les parties en présence et d'un certain nombre d'ingénieurs chargés de prendre de part et d'autre toutes les mesures nécessaires pour organiser l'annonce des crues.

M. MODEROW possède également quelque expérience de la question puisqu'il prend part dans son pays à l'administration d'un grand fleuve, la Vistule. Toutefois, il hésite à suivre M. Dietrich dans la voie que celui-ci indique. Il veut mieux se tenir dans le cadre de la tâche confiée à la Commission: celle-ci a été appelée seulement à préciser les conditions techniques dans lesquelles la demande du Gouvernement chinois pourrait être acceptée par la Société des Nations. La Commission n'a pas été saisie de la question des mesures à prendre pour combattre les inondations et elle n'a pas qualité pour en discuter. C'est pourquoi M. Moderow résiste beaucoup à assumer la responsabilité de discuter ici de cette question parce que, si la Commission en décide ainsi, il faudra charger un Comité spécial d'en examiner tout le côté technique et, pour cette seule raison déjà, il serait impossible de prendre une décision dans ce sens au cours de la présente session. En d'autres termes, la proposition de M. Dietrich paraît sortir du cadre de la tâche confiée à la Commission.

De l'avis de M. Moderow, le petit Sous-Comité chargé de faire rapport sur cette question, s'est remarquablement acquitté de sa mission en précisant clairement les conditions techniques dans lesquelles l'organisation peut assumer la tâche qu'on lui a demandé d'accomplir.

En conséquence, M. Moderow propose d'adopter le rapport du Sous-Comité, car la Commission ne saurait accepter la responsabilité de préconiser des mesures quelconques.

M. NORDBERG partage la manière de voir de M. Moderow, mais un terme du rapport l'a frappé: les mots "sous la responsabilité de la Société des Nations". Il n'en est pas question dans la lettre du représentant de la Chine.

Le PRESIDENT fait observer que ces mots ont été pris dans la communication du Secrétaire général lui-même.

M. KREBOC parle en sa qualité de membre du Sous-Comité. En premier lieu, sur la question de "responsabilité", soulevée par M. Nordberg, on peut être d'un avis différent, mais le Sous-Comité s'est placé au point de vue suivant: le Secrétaire général a envoyé à la Commission une note dans laquelle il a circonscrit la tâche de la Commission. Il a interprété d'une certaine manière la lettre du représentant de la Chine et le Sous-Comité a cru devoir reprendre les termes mêmes dont s'est servi le Secrétaire général en spécifiant ce que la Commission devait faire. Il paraît donc tout à fait nécessaire de les adopter.

En second lieu, tous les membres du Sous-Comité ont été d'accord sur l'ensemble du rapport à l'exception d'une petite divergence qui a surgi entre deux membres et M. Dietrich sur une seule question: l'annonce des crues et la mention d'un autre fleuve, le Danube, où il existe un service d'annonce des crues. M. de Ruelle et M. Krebec ont été

d'un autre avis. Personnellement, M. Krbec a pensé que l'institution d'un service d'annonce des crues n'était qu'un moyen parmi beaucoup d'autres à proposer lorsque les experts de la Société des Nations formuleraient éventuellement des suggestions pour la solution du problème. En effet, le document C.91.M.34.1936.VIII mentionné dans le rapport, préconise une foule d'autres moyens techniques: rehaussement des digues, fixation du lit moyen, reboisement, gazonnement, constitution de réservoirs, etc. Il existe donc, du moins en Europe, de nombreuses possibilités techniques de remédier à une telle situation. Aussi vaut-il mieux ne pas signaler un seul moyen sans indiquer tous les autres. Il y a à cela une autre raison, c'est que la Commission n'est pas du tout informée de la situation qui règne sur place. Dès lors, comment proposer de préférence telle ou telle méthode technique? Il est beaucoup plus prudent de s'en tenir à des généralités et de dire, comme dans le rapport: "le détail des mesures envisagées ne pourrait être fixé de façon pleinement satisfaisante et avec la précision voulue que par les techniciens que l'on enverrait sur place".

M. LEHAUSSOIS estime qu'il serait inutile d'examiner ce qui a été fait pour les autres fleuves. Les techniciens trouveront dans leur éducation professionnelle toutes les références nécessaires pour appliquer au Fleuve Jaune ce qui aura déjà été fait ailleurs. A propos du rapport du Comité, il a semblé à M. Lehaussois que l'expression "exécution des travaux" est trop restrictive et qu'il conviendrait d'employer des termes plus généraux. Il avoue que le terme "responsabilité" lui paraît vague et dangereux à la fois. Il ne voudrait pas que l'on aille trop loin dans la voie des charges imposées à la Société des Nations. Il préférerait le mot "autorité".

Le PRESIDENT approuve les scrupules de M. Lehassois, mais il craint que la Commission ait l'air de ne pas répondre à la question qui a été posée.

M. LEHAUSSOIS suppose que l'expression employée ne veut pas dire que la Société des Nations, une fois qu'elle aura commencé, se trouvera prise dans un engrenage et qu'elle sera tenue d'aller jusqu'au bout des travaux, quelle que soit l'ampleur des plans proposés par les ingénieurs.

M. de RUEILLE estime que la Commission n'a pas qualité pour modifier la question. Si elle le faisait, d'autres modifications pourraient être apportées ailleurs et l'on risquerait de dérailler. Il est hors de doute que le problème est très complexe, mais un seul point de vue intéresse la Commission, c'est la possibilité pour la Société des Nations, du point de vue technique, de faire certains travaux, ainsi que les conditions d'exécution de ces travaux.

Le Secrétaire général a interprété, comme il le jugeait utile la lettre du Gouvernement chinois et M. de Rueille trouve que cette interprétation est juste. Il rappelle le deuxième alinéa de la lettre de M. Wellington Koo et ajoute que puisque le Secrétaire général a estimé qu'il fallait employer le mot "responsabilité", la Commission n'a pas à s'en faire juge. Il propose le maintien du texte actuel.

M. HOO remercie M. de Rueille de l'exposé qu'il a fait du rapport et de la grande sympathie exprimée à l'égard des populations chinoises. Il désire également rendre hommage à tous les membres qui ont présenté des observations dans le but de faire ce document aussi complet que possible. Le membre français a ouvert les débats par quelques observations. On a parlé de l'organisation en Chine d'un Service d'annonce des

crues. M. Hoo partage l'opinion de ceux qui se sont prononcés contre la mention de ce service dans le rapport pour deux raisons: tout d'abord, le rapport n'a pas pour but de mentionner toutes les mesures possibles; il est évident qu'il faut être sur place pour suggérer des mesures utiles; le problème consiste seulement à répondre à la question posée. Ensuite, le service d'annonce des crues existe déjà en Chine depuis longtemps et est très complet.

Quant à l'autre suggestion de M. Lehmann, M. Hoo croit, comme lui, qu'à son avis, il vaudrait mieux dire "exécution des mesures", au lieu "d'exécution des travaux". La lettre adressée au Secrétaire Général ne parle pas d'exécution de travaux. M. Hoo estime que tous les membres de la

Commission sont d'accord sur ce point. ^{avec}
M. Dietrich a bien voulu exposer/sa compétence

habituelle toute l'envergure du problème. Pour sa part, M. Hoo estime que la question posée par M. Avenol a reçu une réponse sage et élastique dans le rapport. Ces trois pages ouvrent toutes les possibilités pour l'avenir. Ce que la Chine demande à la Société des Nations, c'est de l'aider à "prendre d'urgence des mesures pour lutter contre les inondations du Fleuve Jaune, pour empêcher qu'elles ne s'étendent davantage et prévenir leur retour". Il n'est pas nécessaire de commencer tout de suite des travaux immenses. M. Dietrich de Sachsefels a aussi parlé des difficultés d'ordre politique que la Commission d'experts peut rencontrer du fait des hostilités. Le rapport a prévu cette éventualité et en a tenu compte.

M. Hoo désire remercier M. Moderow. L'opinion qu'il a exprimée répond à la question posée par M. Avenol. La Commission ne peut aller plus loin.

M. Hoo est également d'accord avec ceux qui désirent maintenir l'expression "responsabilité" qui est bien indiquée. Quant à la question de la responsabilité financière, elle ne peut se poser. La lettre du Gouvernement chinois précise clairement, à l'alinéa 3, la position de la Chine à cet égard. La Commission n'a pas à craindre que la Société des Nations assume cette responsabilité.

M. Hoo croit comprendre que le rapport prévoit l'envoi de deux missions d'experts : une mission préalable, et une mission d'experts proprement dite.

Le PRÉSIDENT déclare que la Société serait libre d'envoyer une mission préliminaire chargée d'examiner le problème, qui pourrait être augmentée numériquement par la suite. Il lui semble que la majorité de la Commission est d'accord que le mot "responsabilité" est pris dans son sens restreint.

M. LEHAUSSOIS déclare que la Commission prend acte de ce qu'a dit M. Hoo Chi Tsai. La question de la responsabilité financière n'est pas posée.

M. DIETRICH rappelle qu'il a commencé son intervention en disant que l'essentiel est de savoir si le rapport est accepté par la Chine. Il ne peut que se rallier à l'opinion de celle-ci sur le rapport. Dans ces conditions, il déclare adopter, lui aussi, le rapport. En ce qui concerne son intervention, M. Dietrich de Sachsenfels déclare qu'il s'est placé dans le sens de la lettre de M. Wellington Koo. Il est d'accord que la Commission n'est pas qualifiée pour traiter la question sous tous ses aspects techniques.

Il a seulement présenté quelques observations suggérées par son expérience personnelle. Que son collègue tchécoslovaque l'excuse s'il trouve applicable au Fleuve Jaune l'expérience acquise ailleurs. Ce que le membre chinois appelle "organisation du service des crues" est tout à fait différent de ce qui existe sur le Danube.

M. de RUELLIE propose de remplacer page 2, deuxième alinéa, l'expression "la situation actuelle sur place" par "l'état actuel des lieux".

M. LUKAC donne lecture des amendements proposés en particulier pour remplacer l'expression "travaux" par "mesures".

LE PRESIDENT félicite le Sous-Comité de la manière dont il a rempli son mandat et la COMMISSION adopte avec ces quelques modifications le rapport du Sous-Comité.

M. HOO rappelle qu'en dehors de la question des travaux sur le Fleuve Jaune, qui vient de faire l'objet de la présente discussion, la collaboration technique entre le gouvernement chinois et l'Organisation du Transit se poursuit sur place (Annexe) Il exprime à la Commission, à titre personnel, les remerciements et la vive appréciation du gouvernement chinois pour l'oeuvre utile accomplie par les deux représentants de l'Organisation et pour le dévouement dont ils font preuve.

M. Hoo souligne le fait que le gouvernement chinois a demandé le maintien des deux experts qui sont actuellement en Chine, et ce qui constitue la meilleure preuve de la satisfaction éprouvée par le gouvernement chinois pour le travail accompli par eux, l'envoi d'un troisième expert.

Le PRESIDENT remercie M. Hoo de sa déclaration et il suggère, si celui-ci est d'accord, qu'elle soit communiquée aux deux représentants de l'Organisation du Transit en Chine.

M. HOO s'étant déclaré d'accord, il est décidé de transmettre aux deux experts les paroles prononcées par M. Hoo en leur faveur.

XVIII.- MODIFICATION DU REGLEMENT INTERIEUR DE LA COMMISSION COMME SUITE A L'ADOPTION DU NOUVEAU STATUT DE L'ORGANISATION.

Sur la demande du PRESIDENT, M. METTERNICH explique que le Conseil, a le 29 janvier 1938, approuvé le nouveau Statut de l'Organisation du Transit (1), qui avait été rédigé par le Comité spécial de cette Organisation et par un Comité restreint du Conseil. Ce Statut est entré en vigueur dès la date de son adoption. Toutefois, le Conseil a cru nécessaire de préciser certains points en vue de faciliter son interprétation et d'éviter tout malentendu (2). Il appartient à la Commission de remanier les dispositions de son règlement intérieur pour les mettre en harmonie avec le nouveau Statut, en tenant compte des précisions données par le Conseil.

Le PRESIDENT estime que cette tâche de revision devrait être confiée à un sous-comité. Il propose, en conséquence, de nommer un Comité de Trois personnes, composé de MM. de Castro, Moderow et Nordberg.

La proposition du Président est adoptée.

(1) Document C.95.M.48.1938.VIII.

(2) Ibidem, page 24.

RAPPORT DU COMITE DES TROIS.

Le PRESIDENT prie M. MODEROW de présenter le rapport
du Comité des Trois (voir Annexe)

M. MODEROW indique que le Comité institué pour
réviser le Règlement intérieur avait à accomplir la tâche
suivante : Il devait adapter le Règlement intérieur au
nouveau Statut en tenant compte de certains vœux exprimés
par le Conseil dans sa résolution du 29 janvier 1938.

M. Moderow donne ensuite lecture du rapport du comité
des Trois.

M. LAHAUSSOIS constate une divergence apparente
entre les termes employés à l'article 4 et ceux qui figurent
dans l'article 5. Il voudrait savoir si c'est de propos
délibéré que l'on a mentionné, au deuxième alinéa de l'ar-
ticle 5, seulement des "représentants gouvernementaux", alors
que, dans l'article 4, on prévoit deux catégories de repré-
sentants : ceux des gouvernements et ceux d'organisations
internationales ou nationales qui siègent à titre consultatif.

M. MODEROW fait remarquer que la portée des deux ar-
ticles est très différente. A l'article 4, on prévoit la
possibilité pour la Commission d'inviter avant les sessions
certains représentants d'Etats ou d'organisations. A
l'article 5, en revanche, où il est question uniquement de
la publicité des séances, on prévoit la possibilité pour
les représentants gouvernementaux d'assister aux délibérations
de la Commission, malgré leur caractère privé.

M. LAHAUSSOIS se déclare satisfait de cette explication.

M. KREBEC se demande s'il n'aurait pas été préférable
de laisser à la nouvelle Commission des Communications et du

Transit qui sera constituée prochainement le soin d'élaborer son Règlement intérieur.

M. MODEROW fait remarquer qu'il était urgent d'introduire dans le Règlement intérieur quelques modifications étant donné que certaines dispositions de ce Règlement doivent être appliquées dans l'intervalle des sessions. Il est par conséquent possible que le Règlement soit appliqué avant le renouvellement de la Commission. C'est la raison pratique pour laquelle il fallait procéder dès à présent à la révision du texte. Mais il y a encore une autre raison. En effet, le Conseil a exprimé certains vœux auxquels il semble désirable de donner suite sans tarder.

Le PRESIDENT comprend que les modifications proposées par le Comité représentent le minimum nécessaire pour la période transitoire qui s'écoulera jusqu'à la désignation de la nouvelle Commission. Cette dernière aura toute latitude pour modifier le Règlement intérieur en vertu de son article 10.

M. KREBOC n'insiste pas après les explications données par M. Moderow.

La Commission adopte le nouveau texte proposé par le Comité des Trois (voir Annexe , Appendice).

M. de RUELLIE estime qu'à ce propos il est opportun de faire ressortir que les membres de la Commission ne représentent pas leur Gouvernement, mais qu'ils sont désignés à titre d'experts. Ils délibèrent donc librement sans engager leur Gouvernement et sans être liés par des instructions.

Le PRESIDENT donne acte à M. de Ruellie de sa déclaration qui figurera au compte rendu.

XIX. RAPPORT SUR L'OEUVRE ACCOMPLIE PAR LA COMMISSION
DEPUIS LA DERNIERE ELECTION (1931) (ARTICLE 25 (a)
DU NOUVEAU STATUT).

Un projet de rapport sur l'oeuvre accomplie par
la Commission depuis la dernière élection (1931) et destiné
à la prochaine Assemblée, établi en conformité des disposi-
tions de l'article 25 du nouveau statut de l'Organisation
des Communications et du Transit, est examiné par la COMMI-
SION (Voir Annexe).

Au sujet du chapitre intitulé "Questions d'ordre
constitutionnel", M. NORDBERG estime qu'il y a lieu de fé-
liciter la Commission d'avoir pu conserver son caractère
de Commission d'experts, c'est-à-dire le caractère que vient
de souligner M. de Ruelle.

Après quelques modifications, principalement en
vue des décisions de la présente session, la COMMISSION
décide d'adopter le projet.

SOCIÉTÉ DES NATIONS.

C.O.T./691

Genève, le 2 août 1938.

COMMISSION DES COMMUNICATIONS ET DU TRANSIT.

Règlement intérieur de la
Commission.

Rapport du Comité des Trois.

Le Comité institué par décision de la Commission des Communications et du Transit du 1er août 1938 en vue de mettre en harmonie les dispositions du Règlement intérieur de la Commission avec la résolution prise par le Conseil de la Société des Nations en date du 29 janvier 1938, aux termes de laquelle il a décidé, au nom de l'Assemblée, de mettre en vigueur le nouveau Statut de l'Organisation des Communications et du Transit, a l'honneur de présenter à la Commission le rapport ci-après.

Le Conseil, dans sa résolution sus-visée, a tenu à préciser entre autres que l'article 7 (g) du Statut ne doit être appliqué que lorsqu'il s'agit de consultations générales présentant un caractère exclusivement technique et que, dans le cas contraire, c'est l'article 5, alinéa 3 du Règlement général concernant les Commissions adopté par le Conseil le 24 janvier 1936 qui doit être observé. Or, l'article 5, alinéa 3 de ce Règlement général est ainsi libellé:

"Les Commissions ne peuvent procéder à une consultation générale des Gouvernements qu'avec l'approbation du Conseil."

Le Comité a jugé utile, et il suggère à la Commission que le Règlement intérieur contienne une disposition spéciale qui pourrait être rédigée comme suit:

"Dans les cas visés à l'article 7 (g) du Statut, le Secrétaire Général de la Société donnera aux décisions de la Commission visant une consultation générale des gouvernements la suite qu'elles comportent. Si la consultation envisagée a trait à des questions n'ayant pas un caractère exclusivement technique, le Conseil devra en être saisi pour approbation."

En outre, le Conseil a exprimé le vœu que la Commission des Communications et du Transit reproduise, lors de l'établissement de son Règlement intérieur, les dispositions des articles 6, alinéa 2, et 8 du Règlement Général concernant les Commissions.

L'article 6, alinéa 2 de ce Règlement Général a trait au mode d'élection du président et est ainsi conçu:

"La Commission fixera la durée du mandat du président en tenant compte de la nécessité de rendre possible des changements raisonnablement fréquents. Cette durée, toutefois, ne pourra être inférieure à un an".

Le Règlement intérieur de la Commission, adopté par elle le 15 mars 1930 et encore actuellement en vigueur dit, dans son article 1:

"La Commission élit parmi ses membres un président et deux vice-présidents qui entrent en fonction le jour de leur nomination et conservent leur mandat jusqu'au début de la première session de l'année de calendrier suivant celle de leur élection. Leur mandat n'est pas immédiatement renouvelable."

Il est apparu au Comité que le Règlement de ce point ne présente pas un intérêt actuel. Il pourrait donc être réservé à l'étude et à la décision de la Commission qui sera désignée par le Conseil à la suite des élections auxquelles procédera l'Assemblée de 1938.

L'article 8 du Règlement général concernant les Commissions traite de la publicité des séances et est libellé comme suit:

"1. Les Commissions décident si leurs séances seront publiques.

"2. Si les séances sont privées, les Commissions peuvent décider d'admettre les délégués permanents ou d'autres représentants des Membres de la Société, dûment autorisés par leur Gouvernement, à suivre leurs travaux,

"3. Ces délégués ou représentants sont astreints à l'obligation de discrétion qui s'impose en tout état de cause aux membres de la Commission."

Le Comité a constaté qu'une disposition spéciale en ce qui concerne la publicité des séances a fait défaut jusqu'ici, tant dans le Statut que dans le Règlement intérieur. L'article 8 du Règlement général serait donc à reprendre dans le Règlement intérieur de la Commission, en tenant compte toutefois du fait que l'alinéa 2 de cet article devrait être remanié en vue d'élargir le cercle des personnes visées et de couvrir tous les cas qui pourraient se présenter. Le Comité propose donc à la Commission l'adoption du texte suivant:

"1. La Commission décide si ses séances seront publiques.

"2. Si les séances sont privées, elle peut décider d'admettre les délégués permanents des Membres de la Société ou d'autres représentants gouvernementaux, dûment autorisés par leur Gouvernement, à suivre ses travaux.

"3. Ces délégués ou représentants sont astreints à l'obligation de discrétion qui s'impose en tout état de cause aux commissaires".

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D'autre part, le Comité propose à la Commission d'apporter un certain nombre de modifications au Règlement intérieur de 1930 en vue de mettre ce Règlement en harmonie avec les dispositions du nouveau Statut et de la décision prise du Conseil du 29 janvier 1938.

L'article 2, alinéa 4 prescrit que le Président de la Commission prendra en considération les possibilités budgétaires "compte tenu de l'application de l'article 29 du Règlement concernant la gestion des finances de la Société des Nations". Or, le Règlement concernant la gestion des finances a été modifié depuis lors et son article 29, dans la rédaction actuelle, traite de questions autres que celles visées dans le Règlement intérieur de 1930. Il paraît utile de ne pas citer un article déterminé mais de se borner à dire: "compte tenu des dispositions du Règlement concernant la gestion des finances de la Société des Nations".

Cette rédaction serait absolument conforme à la décision du Conseil du 29 janvier 1938 qui dit que "le Règlement concernant la gestion des finances de la Société des Nations garde toute sa valeur à l'égard du Statut."

Article 4: L'alinéa 1 doit être modifié. Il faut lire: "En vue de l'application du paragraphe 1 de l'article 6 du Statut".

Article 5: Les alinéas 1 et 2 pourraient être supprimés étant donné que le nouveau Statut contient, aux paragraphes 1 et 2 de l'article 10, toutes précisions en ce qui concerne les Comités permanents.

Dans ce cas, le début de l'alinéa 3, qui deviendrait l'alinéa 1, demanderait un léger remaniement: "Le mandat des Comités mentionnés au paragraphe 2 de l'article 10 du Statut est de même durée que celui de la Commission".

Alinéa 4: Les mots "à l'article 18" devraient être

remplacés par "à l'article 15".

Article 6. La première phrase pourrait être supprimée, vu le fait que l'article 10, paragraphe 3, et l'article 11 du nouveau Statut contiennent les dispositions nécessaires.

L'article 8 est devenu sans objet vu les dispositions des articles 4, paragraphe 9, et 9, paragraphe 2, du Statut.

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Enfin le Comité propose à la Commission de remplacer les mots "Secrétaire général de la Commission" mentionnés aux articles 2, 3 et 7 du Règlement intérieur de 1930, par "Secrétariat permanent", expression qui figure à l'article 3 (c) du Statut.

Compte tenu de ce qui précède, le Comité a élaboré un nouveau texte de Règlement intérieur qu'il soumet ci-joint à la Commission.

Il va sans dire que le Règlement intérieur pourrait être modifié à tout moment, comme c'était le cas jusqu'ici, à la majorité des voix des commissaires présents, et que, notamment, la Commission dont les membres seront désignés par le Conseil à la suite des élections de l'Assemblée de 1938 restera entièrement libre d'élaborer le Règlement intérieur qu'elle jugera indiqué.

COMMISSION DES COMMUNICATIONS ET DU TRANSIT

Projet de

Règlement intérieur de la

Commission.

Article premier.

La Commission élit un président et deux vice-présidents qui entrent en fonction le jour de leur nomination et conservent leur mandat jusqu'au début de la première session de l'année de calendrier suivant celle de leur élection. Leur mandat n'est pas immédiatement renouvelable.

Article 2.

La Commission tient au moins une session par an. Sauf circonstances exceptionnelles, elle se réunit au siège de la Société des Nations.

La Commission est convoquée sur l'initiative de son président. Les convocations sont adressées par son Secrétariat permanent, agissant sur instructions du président. Elles sont envoyées aux commissaires, sauf en cas d'urgence, un mois au moins avant l'ouverture de chaque session.

Le président provoque la convocation de la Commission de plein droit si le Conseil de la Société des Nations en a ainsi décidé ou si un tiers des commissaires en font la demande, sous la forme d'une requête adressée au Secrétariat permanent.

Dans l'exercice des attributions prévues au présent article, le président de la Commission prend en considération les possibilités budgétaires, compte tenu des dispositions du Règlement concernant la gestion des finances de la Société des Nations. Ces possibilités budgétaires sont soumises à l'examen du président par le Secrétariat permanent.

Article 3.

Le président établit pour chaque session un projet d'ordre du jour qui est joint aux lettres de convocation.

Tout commissaire peut, au plus tard quinze jours avant l'ouverture de la session, demander au Secrétariat permanent l'inscription d'une question déterminée à l'ordre du jour de la session. Le Secrétariat permanent établit dans ce cas un projet d'ordre du jour supplémentaire qu'il communique sans délai aux commissaires.

Au début de chaque session, la Commission statue sur l'ordre du jour définitif. Elle peut, au cours d'une session et à la majorité des deux tiers des voix des commissaires présents, décider d'ajouter une question à son ordre du jour.

L'ordre du jour de la Commission est communiqué au Conseil de la Société des Nations, conformément à la résolution de l'Assemblée du 8 décembre 1920.

Article 4.

En vue de l'application du paragraphe 1 de l'article 6 du Statut, qui confère des pouvoirs à la Commission concernant l'invitation de commissaires temporaires, ces pouvoirs peuvent, en cas d'urgence ou de nécessité, être exercés par le président, avant la réunion de la Commission, lorsque le projet d'ordre du jour soumis à la Commission lui semble manifestement comporter une telle invitation.

La même procédure est suivie en ce qui concerne l'invitation de représentants d'Etats non membres de l'Organisation, ainsi que de représentants, à titre consultatif, d'organisations qualifiées, internationales ou nationales.

Les décisions prises par le président en vertu du présent article sont communiquées sans délai aux commissaires.

Article 5

La Commission décide si ses séances seront publiques.

Si les séances sont privées, elle peut décider d'admettre les délégués permanents des Membres de la Société ou d'autres représentants gouvernementaux, dûment autorisés par leur Gouvernement, à suivre ses travaux.

Ces délégués ou représentants sont astreints à l'obligation de discrétion qui s'impose en tout état de cause aux commissaires.

Article 6.

Dans les cas visés à l'article 7 (g) du Statut, le Secrétaire Général de la Société donnera aux décisions de la Commission visant une consultation générale des Gouvernements la suite qu'elles comportent. Si la consultation envisagée a trait à des questions n'ayant pas un caractère exclusivement technique, le Conseil devra en être saisi pour approbation.

Article 7.

Le mandat des comités mentionnés au paragraphe 2 de l'article 10 du Statut est de même durée que celui de la Commission. Ces comités jouissent, quant à leur délibérations, d'une entière autonomie. Toutes résolutions de ces comités comportant recommandations à des Gouvernements ou propositions au Conseil ou à l'Assemblée sont transmises à ces autorités par la Commission et en son nom, dès qu'elles ont reçu l'homologation de la Commission siégeant en réunion plénière. Exceptionnellement, dans des cas à justifier par des motifs d'urgence ou de nécessité, cette homologation peut être donnée au nom de la Commission par son Président qui, en cas de doute, peut prendre par correspondance l'avis de ses collègues et, en tout cas, doit rendre compte de sa décision à la prochaine session plénière.

Les précédentes dispositions ne s'appliquent pas au cas où la Commission est appelée à délibérer sur une question faisant l'objet de différends entre États dans les conditions

prévues à l'article 15 du Statut. Seule, la Commission en réunion plénière a qualité pour émettre un avis consultatif en pareil cas.

Article 8.

En cas d'urgence ou de nécessité, le président peut, dans l'intervalle des sessions, désigner des experts ou, sous réserve d'approbation ultérieure de la Commission, nommer des comités temporaires d'experts, lorsque de telles mesures lui paraissent indispensables pour assurer la préparation du travail de la Commission.

Les décisions prises par le président en vertu du présent article sont communiquées sans délai aux commissaires.

Article 9.

Le présent règlement est applicable aux comités et aux sous-commissions. Toutefois, le président et, le cas échéant, le ou les vice-présidents des comités et des sous-commissions sont nommés, en ce qui concerne les comités ou sous-commissions temporaires, pour la durée du mandat de ces comités ou sous-commissions, et, en ce qui concerne les comités permanents et les sous-commissions permanentes, pour la durée du mandat de la Commission.

Le mandat de ces présidents ou vice-présidents est renouvelable.

Les lieux de réunion des comités et sous-commissions sont fixés par leur président, d'accord avec le Secrétariat permanent, compte tenu à la fois des nécessités techniques et des considérations budgétaires.

Article 10.

Le présent Règlement intérieur peut, à tout moment, être modifié à la majorité des voix des commissaires présents.

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

Official No.: **C. 203.M.111.1938. VIII.**

[C.C.T./C.R.137(1).]

Geneva, June 4th, 1938.

LEAGUE OF NATIONS

**ORGANISATION FOR COMMUNICATIONS
AND TRANSIT**

COMMITTEE ON ROAD TRAFFIC

REPORT ON THE TWELFTH SESSION OF THE COMMITTEE¹

Held at Geneva from April 25th to 30th, 1938.

Present :

M. NORDBERG (*Chairman*) ;
Mr. BIRCHNELL ;
Prince GHKA ;
M. ROTHMUND ;

M. ROUBIK ;
M. VALSINGER ;
M. WALCKENAEER.

The following also attended the session :

For the International Labour Office :

M. D. VASSE, Chief of the Safety Service.

For the International Tourist Alliance :

M. Paul DUCHAINE, Secretary-General.

For the International Association of Recognised Automobile Clubs and for the Central Council of International Touring :

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

For the International Chamber of Commerce :

M. L. DELANNERY, Head of the Transport and Communications Section.

Secretariat :

Mme. LEHMANN, Secretary of the Committee on Road Traffic.

TRIBUTE TO THE MEMORY OF M. PIERRE-HENRY WATER.

The CHAIRMAN paid a moving tribute to the memory of M. Pierre-Henry Water, Secretary-General of the Communications and Transit Organisation, who died on August 20th, 1937, in the performance of his duties.

In honour of his memory, the COMMITTEE observed one minute's silence.

* * *

¹ The Committee is composed as follows :

M. M. NORDBERG, Consul-General and Commercial Attaché of Finland in Paris (*Chairman*) ;
Mr. C. A. BIRCHNELL, Assistant Secretary, Roads Department, Ministry of Transport of the United Kingdom ;
Prince Pierre AL GHKA, Permanent Delegate of the Royal Ministry for Foreign Affairs of Roumania to the Central Council of International Touring ;
Dr. H. ROTHMUND, Chief of the Police Division of the Swiss Federal Department of Justice and Police ;
M. V. ROUBIK, Engineer, ex-Minister, ex-Director of the Czechoslovak Ministry of Public Works ;
M. J. N. UNGERT, Civil Engineer (Spain) ;
M. P. A. VALSINGER, Head of the Roads Section and Deputy Director-General of the Royal Swedish Department of Roads and Bridges ;
M. C. WALCKENAEER, former Inspector-General of Mines at the French Ministry of Public Works.

3539 S.d.N. 980 (F.) 775 (A.). 7/38. Imp. Granchamp.

Series of League of Nations Publications
VIII. TRANSIT
1938. VIII. 2.

This report is divided into two main parts : one relates to the revision of the International Conventions of 1926 and 1931 relating to motor traffic and road traffic and road signalling, and the other to questions concerning the safety of pedestrians and cyclists.

On the first of these questions, the CHAIRMAN recalled the mandate conferred on the Committee by the Committee for Communications and Transit to the following effect :

"The Advisory and Technical Committee requests its Permanent Committee to consider the expediency of revising the International Conventions of 1926 on Motor Traffic and Road Traffic and the Convention of March 30th, 1931, on the Unification of Road Signals, and, if necessary, of regrouping the provisions contained in them with a view to obtaining a more systematic whole, and to report in due course to the Committee.

"In the course of this enquiry, the Permanent Committee will consider the suggestions communicated to it by the International Transport Workers' Federation, and reproduced, together with the Committee's observations, in Chapter X of its report on its eleventh session, under points A 1, C 2, 5 and 6."

The COMMITTEE took cognisance of a communication from the Polish Government (Annex 1) on certain questions on the agenda.

Considerable attention is devoted in this report to the information supplied by the Secretariat with regard to the regulations of the different countries, particularly Germany and Italy, which were not represented on the Committee (Annexes 2 and 3).

The Committee compared the provisions of the existing Conventions mentioned above with the text of the amendments proposed by the International Association of Recognised Automobile Clubs (I.A.R.A.C.) (Annex 4), which it examined carefully when dealing with the corresponding articles of the Conventions.

With regard to the safety of pedestrians and cyclists, it listened with great interest to two excellent reports by M. Rothmund and M. Valsinger (see Annexes 5 and 6). Furthermore, the Committee examined some of the suggestions communicated by the International Transport Workers' Federation (document C.322.M.217.1937.VIII, Chapter X, items A 1, C 2, 5 and 6).

The present report does not contain any definite conclusions on the different points examined, expressed in the form of a new draft international convention. It merely embodies the results of a preliminary exchange of views which should serve as a starting-point for a more detailed study. The COMMITTEE thinks that this study should be made by a small committee to be appointed for the purpose by the Committee for Communications and Transit. The composition of that committee would be decided in agreement with the Chairman of the Committee on Road Traffic.

The Committee left open the very important question of the advisability of grouping in one single international convention the provisions now contained in several Conventions concerning motor traffic, road traffic, and road signalling, and in the draft Convention concerning signals at level-crossings.¹ The question, it feels, should be considered in the light of the probability of securing the accession of various countries, rather than of theoretical considerations.

I. REVISION OF THE INTERNATIONAL CONVENTION OF APRIL 24TH, 1926, RELATIVE TO MOTOR TRAFFIC.

Article 1.
This article will require redrafting to bring it into line with the general body of provisions adopted.

Article 2.
It would appear that this article can remain unchanged.

Article 3.
The first paragraph should be retained unchanged.
Sub-paragraph I (a) should also be retained unchanged.

Sub-paragraph I (b) seems to require revision to bring it more into line with the present stage of technical development.

In the first place it was agreed, on the proposal of M. WALCKENAER, that the words used to describe the different parts of the braking system should conform to the general definitions envisaged at the twentieth International Congress of the Technical Committee ISA 22, held at Amsterdam in January 1938 (see Cahier ISA 22, 20, Amsterdam 1938, published by the International Bureau for the Standardisation of Motor Construction (BINA)). In particular, the various parts used for braking a vehicle should be known as the "braking system", this consisting of the braking mechanisms, each comprising the means of operation, transmission, brakes and braked surfaces. The word "mechanism" proposed above has a slightly different meaning from the word "system" used in the 1926 Convention, inasmuch as two separate mechanisms may nevertheless form part of one and the same system.

¹ See the text of the draft prepared by the Special Committee of the Communications and Transit Organisation.

For the future consideration of this question, the COMMITTEE draws attention to the proposals made to the International Congress of the Technical Committee, ISA 22, and to the extract (Annex 7) from a letter sent by the Chief Engineer of Mines, Paris, to M. Walckenaer.

Special provisions relating to the braking of trailers should be included in the draft Convention to be drawn up.

I (c). — It has been proposed that the weight should be increased to 450 kilogrammes, and the COMMITTEE would accept this proposal.

The French term "mouvement de recul" might with advantage be replaced by the expression "marche arrière".

I (d). — This sub-paragraph stipulates that when the combined weight of the empty motor-vehicle and the weight of the maximum load which it is officially declared to be capable of carrying exceeds 3,500 kilogrammes, a special mechanism such as can prevent, in all circumstances, the vehicle from running backwards must be provided. The COMMITTEE considers that this provision should stand.

The reflecting mirror, which, under the 1926 Convention, is compulsory only for this class of motor-vehicle, should, in the Committee's opinion, be adopted for all classes of motor-vehicle.

The I.A.R.A.C. also proposed that heavy vehicles should be compulsorily equipped with a sound-amplifying device, enabling the driver to hear the warning devices of road-users wishing to overtake him. Such a provision has been enforced in France, but it does not seem certain that all the systems employed are satisfactory, and this important question raises a technical problem which needs to be studied before a proposal for the international adoption of a sound-amplifying device can be made.

The list of devices with which all motor-vehicles must be equipped should be supplemented by the following:

I (e) (*New*). — With the exception of motor-cycles (two- or three-wheeled), every motor-driven vehicle should be fitted with a system giving warning of change of direction, consisting of mechanical devices protruding on each side beyond the coach-work and the load, and visible both by day and by night. These devices, operated by the driver from his seat before he begins to change his direction, should be suitable for warning the drivers of other vehicles, pedestrians and traffic police alike.

These direction-changing devices were recommended by the Committee at its 1933 session, in any case for closed vehicles and lorries, but the COMMITTEE considers that the time has now come for them to be brought into general use and to be made compulsory for all motor-driven vehicles other than motor-cycles (two- or three-wheeled).

I (f) (*New*). — Every motor-vehicle, with the exception of motor-cycles (two- or three-wheeled), should be fitted at the rear with a red or amber-coloured light which will light up automatically as soon as braking begins.

I (g) (*New*). — The windows, and particularly the windcreens and the glass of interior partitions, should be made of safety glass.

I (h) (*New*). — Windcreens should be fitted with automatic wipers.

I (i) (*New*). — Every motor-vehicle, including motor-cycles (two- or three-wheeled), should be equipped with a reflecting mirror, placed so as to enable the driver clearly to perceive from his seat any vehicle likely to overtake him.

The four sub-paragraphs following point I (d) of the text of the Convention should be left unchanged, except as regards the second paragraph, beginning with the words: "The machinery must be . . ."; the last sentence in this paragraph should read as follows: "The motor-vehicle should have its exhaust fitted with an absolutely efficient silencer". The COMMITTEE considers that this device should be made compulsory, even in the case of motor-cycles (two- or three-wheeled).

II. — The COMMITTEE proposes that this paragraph be replaced by the following text, suggested by the I.A.R.A.C.:

"The motor-vehicle must carry:

"1. The registration number clearly and permanently affixed in the front and at the rear of the vehicle. The registration number affixed at the rear shall be lighted in such a way as to be legible in the dark at a distance of 25 metres.¹

"The lighting system shall be so arranged that the lighting of the registration number cannot be extinguished before the front and rear lights of the vehicle.

"In the case of a motor-vehicle followed by a trailer, the registration number is placed at the rear of the trailer, and the regulation regarding the lighting of this mark applies to the trailer.

"2. (a) In an easily accessible position and in a form easily legible: the name of the maker of the chassis.

¹ The rear light, or, where there are two rear lights, one of them, may be used for this purpose.

"(b) On the right side of the chassis, near the engine : the chassis number, which must be sunk or embossed in the metal, or riveted thereto.

"(c) On the right side of the engine, in such a way as to be easily legible when the bonnet is raised on that side : the engine number, sunk or embossed in the metal of the motor unit, or riveted thereto."

III. — The COMMITTEE considers that the text of paragraph III might with advantage be worded as follows :

"Every motor-vehicle must be fitted with at least one sound-signalling device of sufficient strength."

IV. — The COMMITTEE considers that paragraph IV should be worded as follows :

"Every motor-vehicle travelling alone must, during the night and from sunset, be fitted in front with at least two white lights placed one on the right and the other on the left, and, at the rear, with at least one red light."

"For motor-bicycles unaccompanied by a sidecar, the number of lights in front may be reduced to one."

"The foregoing conditions are also applicable to vehicles standing on the public highway. Nevertheless, in built-up areas where there is public lighting, the lighting of vehicles at a standstill may be reduced when the vehicle bears on the right and left sides auxiliary devices known as 'parking lights', showing a white light in front and a red light in the rear. The parking light on the outside must be kept on during the whole of the time the vehicle is at a standstill."

V. — *It would appear that this paragraph can stand, provided the word "devices" is replaced by the word "headlights", which has been universally adopted. The restriction would be worded as follows : "unless the white lights prescribed above already fulfil this condition".*

VI. — The present text should be supplemented by the following :

"If, by rapidly lighting and extinguishing his headlights in turn, the driver of a motor-vehicle shows that he is dazzled, the driver of the vehicle whose headlights are dazzling him must at once dim them."

VII. — For the sake of accuracy, the following text would be preferable :

"Motor-vehicles drawing one or more trailers shall be subject to the same regulations as separate motor-vehicles so far as the front lighting is concerned ; the rear red light or lights are to be carried at the rear of the trailer."

Paragraph VII should also be followed by the following paragraphs :

"In the case of a string of vehicles coupled to one another, or of a road train, the foregoing provisions shall apply to the first vehicle as regards the front lights and to the last vehicle as regards the rear lighting. In addition, the string of vehicles or road train shall carry, every ten metres, a light showing white in front and red in the rear and affixed to one of the vehicles on the outside."

"Every motor-vehicle drawing one or more trailers must bear a special signal consisting of a yellow triangle in a blue rectangle. This signal must be illuminated at night ; it must be clearly visible, and must as far as possible be placed symmetrically in relation to the axis of the vehicle."

VIII. — *This paragraph could apparently be left unchanged.*

New Paragraph. — The COMMITTEE considers that a new paragraph should be inserted here relating to the upkeep of vehicles, particularly the steering and braking apparatus, lighting devices, etc. At its eleventh session, the Committee expressed the opinion that vehicles used for the public transport of passengers and heavy cumbersome lorries should be subject to periodical inspection. It is of course desirable that all motor-vehicles should be periodically inspected, as is already required once or twice yearly in some States of the United States of America. Investigation should be continued with a view to ascertaining what provisions on the matter could be inserted in an international convention.

New Paragraph (Use of Devices). — This paragraph should contain the provisions regarding the use of the devices which must be fitted to motor-vehicles. In the COMMITTEE'S opinion, a clause concerning the formal prohibition in any circumstances of the use of an open exhaust on a public highway should be included.

Article 4.

If this system is simply to be maintained, only the two following slight changes need be made in this article :

(i) In the first paragraph, omit the words "or is able to fulfil them";
(ii) In the last paragraph, read: "The right to use the international certificate may, however, be refused or withdrawn if it is clear that the conditions laid down in Article 3 are no longer being fulfilled."

With a view to facilitating international traffic and the international recognition of the national certificate for motor-vehicles, the Committee, at its eleventh session, recommended the adoption of a uniform model for this document, uniformly applying to the external aspect, maximum and minimum dimensions, colour and inscriptions on the outside and inside of the first page of the cover. Some States have concluded bilateral agreements with a view to the mutual recognition of national travelling documents.

A further study should be made of the possibility of substituting for international traffic requirements the national motor-vehicle documents for the international certificates provided for under the 1926 Convention, with a view to finding a solution on these lines.

Article 5.

In order to obviate divergent provisions — some of them unsatisfactory — which have in some cases been introduced in practice, the Committee considers that the stipulations relating to the distinguishing mark should be made more precise, Article 5 being worded as follows:

"Every motor-vehicle, to receive international authorisation to travel on a road to which the public have access, must carry, in a visible position in the rear, a distinguishing mark consisting of from one to three letters written on a special plate.

"For the purposes of the present Convention, the distinguishing mark shall correspond either to a State or to a territory which constitutes a distinct unit from the point of view of the registration of motor-vehicles.

"The dimensions and colour of this distinguishing mark, the letters, their dimensions and their colour, are given in a table annexed to the present Convention.

"The plate must be placed vertically and must be separate from the registration plate. It must be sufficiently well lighted to be legible at a distance of 25 metres during the night, after sunset and in case of fog.

"The distinguishing mark, as defined above, shall alone be recognised as indicating the nationality or the territory.

"In the case of a vehicle followed by a trailer, the distinguishing mark must be repeated behind the trailer and lighted as stated above."

Article 6.

The text of the 1926 Convention should be retained, except that, in the case of drivers of heavy lorries and public transport vehicles, the lower age-limit should be raised to 21.

Article 7.

As regards this article, which relates to driving-permits, the Committee's views are identical with those already expressed by it in connection with the certificate for motor-vehicles. The Committee has already made proposals on the matter at its eleventh session, to which it ventures to refer.

It is highly desirable that driving-permits issued by the authorities of a contracting State, or by an association authorised by them with the countersignature of the authority, should entitle the holder in all other States to drive motor-vehicles coming within one of the categories for which they have been issued, and should be recognised as valid in all the contracting States if they are recognised by the State in which they were issued.

To this end, it is necessary that the outside and inside of the front page of the cover of national driving-permits should conform to the proposed model.

Article 8.

The first paragraph should read as follows:

"The driver of a motor-vehicle travelling in a country is bound to conform to the traffic laws and regulations which are in force in that country."

Article 9.

The present Article 9 should be superseded by an article to the effect that each of the contracting States undertakes to see that no sign shall be placed along the roads which would be at variance with the signalling systems defined in the International Convention of April 24th, 1926, relative to Motor Traffic, in the International Convention of March 30th, 1931, concerning the Unification of Road Signals, and in the convention now in preparation concerning signals at level-crossings.

The Committee considered the proposal made by M. Silvain Dreyfus at the twentieth session of the Communications and Transit Committee¹, but it believes that there is no need

¹ The rear light, or, where there are two rear lights, one of them, may be used for this purpose.
² Document C.380.M.256.1937.VIII, page 18.

to change the provisions of existing Conventions regarding the distance between signs and the dangers to which they refer.

Article 10.

Throughout this article, the word "international" should be deleted in the event of national certificates and national driving-permits being substituted for international motor-traffic documents.

II. REVISION OF THE INTERNATIONAL CONVENTION OF APRIL 24TH, 1926,
RELATING TO ROAD TRAFFIC.

New Article.

The articles of the Convention might be preceded by a statement of the general principle that every road-user should behave in such a manner as not to constitute a danger to traffic and to avoid causing any possible danger or hindrance to others.

Article 2.

Driving of Vehicles and Pack, Draught or Saddle Animals.

Some such clauses as the following should be added to Article 2:

"Convoy of animals or strings of animal-drawn vehicles shall, where necessary, be broken up into sections of moderate length, separated by spaces sufficient for the convenience of traffic."

"Herds, flocks and caravans shall be accompanied by enough drivers to keep the road clear for traffic in case of need."

Article 3.

This article might be left as it stands.

Direction of Traffic.

Article 4.

The same remark applies.

Passing and Overtaking.

Article 5.

No change is required in Article 5 except the substitution of the words "in no case" for the word "not" in the sentence reading: "Vehicles or animals may not be overtaken if it is impossible to see sufficiently clear ahead". This sentence should accordingly begin: "Vehicles or animals may in no case be overtaken"

Fork- and Cross-roads.

Article 6.

For the sake of clearness, this article should be worded as follows:

"Every driver approaching fork- or cross-roads or a level-crossing must take all necessary precautions. In countries where priority of passage is the practice, every driver shall at fork- or cross-roads be bound to yield right of way to another driver coming from his right in countries in which traffic keeps to the right, or from his left where traffic keeps to the left."

"As an exception to the rule laid down in the previous paragraph, any driver approaching a highway on a road bearing the special sign indicating that he must yield right of way to traffic passing along the highway upon which he is about to enter, must slow down or stop and enter the highway with increased caution."

Load to be carried by Vehicles.

New Article.

After Article 6, a new article or articles should be interpolated to the effect that the legal number of passengers in public passenger transport vehicles, and the legal load for commercial goods transport vehicles, may not be exceeded. It should also be forbidden to stow goods in such a way as to endanger the balance of the load or to hinder traffic on the road.

These new provisions would meet the wishes expressed by the International Transport Workers' Federation (see document C.322.M.217.1937.VIII, page 5, — X. C. 6).

Stopping and Waiting.

New Article.

There should be a new article to the following effect:

"When vehicles or animals are at a standstill on the highway, they must be drawn up on the verge of the road. Drivers must not leave vehicles or animals standing without taking all necessary precautions against accident. Vehicles or animals must not be left standing near fork- or cross-roads, on a bend, or near the top of a hill."

Speed.

New Article.

There should be a new article to the following effect:

"Every driver of any kind of vehicle must at all times be in a position to control its speed. He must slow down or stop whenever circumstances so require, especially when visibility is poor."

Lights.

Article 7.

To bring it into line with modern traffic requirements, this article should be amended and completed as follows:

"From nightfall and during the night, every vehicle proceeding singly must show at least one white light in front. It must show a red light in the rear, operated either by means of a separate mechanism from that which operates the white front light, or by means of the same mechanism when the vehicle is small enough and is adapted to such an arrangement."

"The lights mentioned above must be placed on the off side of the vehicle."

No change need be made in the last paragraph, reading:

"Convoys or trains of vehicles on the road shall be lighted in accordance with the regulations of the country."

Further, the following paragraph should be added:

"If the load protrudes at the rear, its end must be indicated by a clearly discernible flag, and from nightfall and during the night by a red lamp."

The question whether exceptions might be made for agricultural vehicles will have to be discussed at a later stage.

Article 8.

This article should be worded as follows:

"From nightfall and during the night, every cycle should carry two lights — a white light in front and a red light in the rear."

"Cycles must also be made visible from the rear by painting the mudguard or an equivalent surface white, unless they are equipped with a bright metal mudguard reflecting light. It is likewise desirable that the rear of the cycle should be fitted with a red disc acting as a reflector."

Special Provisions concerning Cyclists.

New Article.

To ensure the safety of traffic in general, the following provisions should be added here:

"Cyclists must use existing cycle tracks; on roads without cycle tracks, cyclists must keep near the edge of the road on the side used by vehicles travelling in the same direction."

"Cyclists must never ride more than two abreast. They must ride in single file whenever circumstances so require, so as never to endanger or impede the traffic."

"Cyclists are strictly forbidden to allow themselves to be towed by a vehicle."

"Every cycle must be equipped with at least one brake."

"It should be fitted with a sound-warning apparatus consisting of an ordinary bell or spring-bell which can be heard at a sufficient distance."

Pedestrians.

The following special provisions *should be adopted* for pedestrians :

" 1. Pedestrians must use the pavements or other paths specially reserved for them, where such exist.

" Where there are no special paths, they must walk as far as possible on one side of the public highway.

" 2. Without prejudice to the precautions which they must take before entering the part of a public road used by vehicles and animals, pedestrians must make way for the passage of vehicles and draught, pack or saddle animals. When crossing the public highway, they must proceed in a direction at right angles to the road.

" Pedestrians must use the crossings marked on the road or specially indicated or controlled by a police officer.

" 3. Without prejudice to the foregoing regulations, when pedestrians move in a body at night on the part of the public highway used by vehicles or animals, the rear of the group must be indicated by a lighted lantern."

Apart from the foregoing proposals relating to pedestrians, the COMMITTEE, noting that side-gates at certain railway level-crossings provided with barriers, which can be freely used at all times by pedestrians, have led to a large number of accidents, *considers* that the provision of such side-gates should unhesitatingly be abandoned altogether and existing gates done away with as soon as possible.

Observance of Laws and Regulations.

The COMMITTEE *considers* that the following general provisions would be of great value :
" Every user of the public highway travelling in a country is bound to conform to the laws and regulations which are in force in that country regarding traffic rules.

" He is bound to conform to the indications shown by signs placed on the public highways, to obey the signals of the traffic police, and, at the latter's request, to produce his traffic documents."

The COMMITTEE *considers* it of great importance, from the point of view of the safety and orderliness of traffic in general, that all States should introduce and organise in schools compulsory instruction in traffic rules, road-signalling provisions and the meaning of such signals.

II. ACTION TAKEN ON CERTAIN DECISIONS REACHED BY THE
COMMITTEE AT ITS LAST SESSION.

1. *Unification of the Direction of Road Traffic.*

At its eleventh session, the Committee recommended that States in whose territory traffic still kept to the left should, when renewing transport material, take the necessary preparatory steps in order that the direction of traffic might be changed with the minimum of expense when the time came. This recommendation was to be brought to the knowledge of the Governments concerned. The Secretary-General of the League of Nations considered, however, that, in view of its financial consequences in particular, this recommendation was too wide in scope to be transmitted to Governments until it had first been approved by the Council.

The Committee for Communications and Transit also instructed the Road Traffic Committee to extend its enquiries regarding the unification of the direction of road traffic to non-European countries. In view of the Transit Committee's decision, the Secretariat considered it preferable to postpone the transmission of the recommendation concerning the renewal of transport material until the general enquiry was more advanced.

The Secretary of the Committee asked whether a questionnaire relating to the direction of road traffic should be sent to non-European States, and, if so, what it should contain. The COMMITTEE *thought a questionnaire should be sent to those States* requesting them to indicate the direction of the traffic in their territory and to say whether that direction had been changed in course of time, and, if so, for what reasons, and lastly, whether they proposed to change it.

Agreed.

2. *Cycle Tracks.*

At its eleventh session, the Committee considered that the construction of special tracks for cyclists was eminently desirable, and the Committee for Communications and Transit requested the Secretary-General of the League to communicate this opinion to Governments, with the request that they should give favourable consideration to the question of the construction of such tracks. The Secretary-General thought that the scope of this recommendation was likewise too wide for it to be transmitted to Governments without previous approval by the Council.

In these circumstances, the COMMITTEE *considers that the recommendation in question, which bears on the provisions relating to cyclists, might be studied by the small Committee in connection with the revision of the 1926 Convention relating to Road Traffic.*

3. *New Signs regarding Prohibition of Overtaking and Prohibition of Use of Sound Signals, and Advisability of showing that a Prohibition has ceased to apply.*

At its eleventh session, the Committee considered that the advisability of showing that a prohibition had ceased to apply required additional study. The question arises with reference, not only to the two new signs mentioned above, but also to the speed-limit sign and place signs considered as marking the beginning of built-up areas.

As regards the sign prohibiting overtaking, the Committee considers that the question can be settled if the distance for which the prohibition applies is mentioned on the sign.

The sign prohibiting the use of sound signals does not appear to have met with the approval of all Governments. In these circumstances, the question of the means to be employed to indicate that the sign has ceased to apply must be provisionally postponed.

This is also the case in regard to the sign to show that the speed-limit has ceased to apply.

The question of the means of showing that the sign marking the beginning of a built-up area has ceased to apply calls for further study, and will be placed on the agenda at a later stage.

4. *"Overtaking prohibited" and "Use of Sound Signals prohibited" Signs.*

Since the Committee's last session, the Hungarian Government has signified its approval of these two signs and expressed its willingness to make use of them whenever traffic requirements render this necessary (Annex 8).

The Committee took note of this reply.

5. *"Waiting prohibited" or "Parking prohibited" Signs.*

The enquiry on this matter is not yet completed, as the time-limit within which the Secretary-General of the League requested Governments to send in their observations on the Committee's recommendation has not expired. The Secretariat considered it advisable, however, to communicate to the Committee the replies it has already received (Annex 9). The Committee took note of this communication.

6. *Simplification of Travelling Documents.*

This also applies to the time-limit allowed to Governments for the communication of their observations on the recommendation relating to this question. Nevertheless, certain replies have already reached the Secretariat (Annex 10).

The Committee took cognizance of the contents of these replies.

7. *Unification of Statistics relating to Road Traffic Accidents.*

The Committee took note of the observations already received from Governments on its report on the Unification of Statistics relating to Road Traffic Accidents (Annex 11). The time-limit for the communication of observations on this matter will not expire until December 31st, 1940; so far, only five replies have reached the Secretariat.

The Committee was gratified to note that the replies were almost entirely favourable.

The Secretary also said that, in accordance with the decision taken by the Committee at its last session, a communication had been sent to the Secretary-General of the Permanent International Association of Road Congresses, requesting him to draw the attention of the Government delegations to the forthcoming Road Congress to be held at The Hague in June 1938 to the necessity of avoiding duplication of the work of the Road Congress and that of the Communications and Transit Committee in regard to the unification of statistics relating to road traffic accidents. At the request of the Secretary-General of the Association, the report of the Committee on the Unification of Statistics relating to Road Traffic Accidents has been communicated to Dr. J. J. Hanrath, General Rapporteur, who is responsible for summarising the various reports on the matter and proposing conclusions to the Congress.

The Committee took cognizance of this communication.

IV. COMMUNICATIONS BY THE SECRETARIAT.

Instruments adopted by the European Conference on Road Traffic: Position as regards

Signatures, Ratifications and Accessions.

The Committee took note of Sweden's accession on February 25th, 1938, to the Convention on the Unification of Road Signals and of the communication received on November 6th, 1937, in which the Government of His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, informed the Secretary-General of the League of Nations that they had extended the application of the Convention on the Taxation of Foreign Motor-vehicles to certain British territories overseas.¹

¹ Viz.: Straits Settlements, Federated Malay States (Penak, Selangor, Negri Sembilan, Pahang), Unfederated Malay States (Johore, Kedah, Kelantan, Trengganu, Perlis).

ADDITIONAL NOTE.

I. *Revision of the International Convention of April 24th, 1926, relative to Motor Traffic.*
Ad Article 3, Paragraph 1 (b) (Special Provisions relating to the Braking of Trailers).

The COMMITTEE referred this question to the small Committee. Proposals on the matter have been made by the I.A.R.A.C. (see Annex 4 : Part I, paragraph 4).

The United Kingdom member of the Committee pointed out that in his country trailers with a weight not exceeding one ton need not be equipped with brakes. In his opinion, the two following questions arose : (1) whether the weight of the trailer should be calculated when empty or when loaded ; (2) whether the braking mechanism should operate automatically — i.e., as soon as the speed of the trailer exceeded that of the tractor.

New Paragraph (Use of Devices).

The COMMITTEE thought that the small Committee's attention should be drawn to the advisability of making a distinction between provisions relating to the conditions to be fulfilled by motor-vehicles in order to receive international authorisation to travel on any road to which the public have access and those concerning the use of the various devices with which such vehicles must be equipped.

Certain rules, relating in particular to the lighting of vehicles, which are at present included in Article 3, should therefore come under this new paragraph.

Ad Article 9.

Since the question whether a single draft Convention embodying the subjects at present dealt with in the two Conventions of April 24th, 1926, and that of March 30th, 1931, should be drawn up, possibly with the addition of the provisions concerning signals at level-crossings, has been held over for the time being, the Committee has simply referred to the provisions of Conventions already in existence or in course of preparation, and has laid down the principle that no sign should be placed along the roads which would be at variance with those provisions.

II. *Revision of the International Convention of April 24th, 1926, relating to Road Traffic.*

Ad Article 7.

The United Kingdom member of the Committee pointed out that in his country the signalling of vehicles transporting agricultural produce of an inflammable nature (hay, cotton, etc.) by means of a lantern was prohibited by law. The French member of the Committee stated that, in France, Article 4 of the Road Traffic Act declares that, in derogation from the general prescriptions regarding the lighting of vehicles, the following provisions apply to agricultural vehicles :

“ Agricultural vehicles proceeding from the farm to the fields or from the fields to the farm, may be lighted solely by a white light hung at the left of the vehicle. This light must be so arranged as to be clearly visible from the front and from the rear.

“ Agricultural vehicles loaded with fodder or other easily inflammable material, may be lighted only by a lamp carried by a person walking immediately to the left of the vehicle.

“ Agricultural vehicles of every description are exempt from lighting on country roads, with the exception however of those roads which are of interest to traffic in general and have been designated and brought to the notice of the public by prefectorial decree.”

For these reasons, it was decided to leave it to the small Committee to consider whether agricultural vehicles should be exempted from the obligation to affix a light to the load protruding at the rear.

Ad Provisions concerning Pedestrians, Paragraph 3.

The United Kingdom member of the Committee pointed out that a provision in an international convention to the effect that the rear of a group of pedestrians must be indicated by a lantern would make it difficult for the United Kingdom to adopt that convention, since it would involve the amendment of the law.

ANNEX 1.

COMMUNICATION FROM THE POLISH GOVERNMENT.

DELEGATION OF THE
REPUBLIC OF POLAND
ACCREDITED TO THE
LEAGUE OF NATIONS.

Geneva, April 25th, 1938.

The Polish Government has no objection to a revision of the 1926 and 1931 International Conventions relating to motor and road traffic and road signalling, on the lines indicated in document C.C.T./C.R.129,¹ dated December 7th, 1937, and in document C.380.M.256.1937. VIII, such revision figuring on the agenda of the session of the Committee on Road Traffic which is to open on April 25th, 1938.

As regards the proposal of M. Sylvain Dreyfus (page 18 of document C.380.M.256.1937. VIII), the competent authorities in Poland entirely share M. Dreyfus' opinion as to the need for regulations providing that danger signals should, in so far as is possible, always be placed at a uniform distance from the obstacle to which they refer.

ANNEX 2.

C.C.T./C.R.136.
April 11th, 1938.

GERMANY.

[Translation from the German.]

SUMMARY OF CERTAIN PROVISIONS OF TWO SETS OF REGULATIONS, DATED NOVEMBER 13TH, 1937, CONCERNING BEHAVIOUR IN ROAD TRAFFIC AND THE CONDITIONS TO BE FULFILLED BY INDIVIDUALS AND VEHICLES RESPECTIVELY IN ORDER TO BE ADMITTED TO ROAD TRAFFIC (*Reichsgesetzblatt* No. 123, 1937, Part I).

I. REGULATIONS CONCERNING BEHAVIOUR IN ROAD TRAFFIC.

A. General Provisions.

Fundamental Rule of Behaviour in Road Traffic.

Every road-user must behave in such a way as not to endanger traffic or to cause danger or damage to anyone and must, as far as circumstances permit, avoid any action that might disturb or interfere with others.

B. Vehicular Traffic in General.

1. *Driving of Vehicles.*

Every vehicle or chain of vehicles must have a driver capable of driving without assistance. The driver must see that the vehicle or chain of vehicles, including the load, complies with the regulations. If any defect occurs *en route* which cannot be remedied on the spot, he must withdraw the vehicle from the line of traffic as quickly as possible.

The driver must exercise the greatest caution in driving his vehicle. His seat must be so situated as to ensure him adequate visibility. Vehicles may be pushed only if the load permits the driver to see ahead and if there is no danger of darkness or fog preventing the vehicle from being distinguished by means of the rear light or reflector.

2. *Utilisation of the Roadway.*

Drivers should normally keep on the right-hand side of the roadway, and use the left-hand side only for overtaking. Drivers of slow-going vehicles must keep to the extreme right of the roadway. Over sections of the road where visibility is limited, the drivers of all vehicles must keep on the extreme right. This applies also to one-way roads. When turning to the right, the driver must keep close in to the right, and when turning to the left must take a wide turn.

¹ Annex 4.

3. *Speed.*

The speed must be so regulated that the driver can at any moment comply with the traffic regulations and can, if necessary, stop in time. This applies more particularly to parts of the road where visibility is limited and to level-crossings. A driver entering a main road (see paragraph 7) or about to cross such a road must proceed at a moderate speed. At stopping-places of trams and other rail-vehicles, a driver must proceed at a moderate speed and at a distance such as not to endanger the passengers. In case of need, he must stop.

4. *Passing and Overtaking.*

A driver must always pass on the right and overtake on the left. While being overtaken, the driver must not accelerate. Overtaking is prohibited in parts of the road where the visibility is poor. This also applies to one-way streets. If it is impossible to pass, the driver must conveniently situated must go back. Any track intended for a specific means of transport shall be regarded as an independent track for purposes of passing and overtaking.

Rail-vehicles shall be *passed and overtaken on the right*. When there is not sufficient space for this, they may be overtaken and passed on the left. On one-way streets, rail-vehicles may be passed on the right or the left.

5. *Notice of Change of Direction* (see also under II, 4(m)).

A driver who wishes to change direction or to stop must give notice of his intention in time. When a driver has a mechanical device for this purpose, he shall use it; if the device is not in working-order, he shall give notice of his intention to stop or change direction in some other appropriate manner.

6. *Sound-signals* (see also under II, 4(n)).

A driver shall warn other road-users of his approach by means of warning signals. He shall indicate his intention of overtaking. He shall, however, refrain from using signals if these are likely to startle animals. Sound signals may be used for warning purposes. After sunset and at night, signals may be given by rapidly turning on and off the headlights, if these signals can be distinctly seen and there is no risk of dazzling other road-users.

7. *Priority.*

At cross-roads and junctions the user of the main road shall have priority. Main roads shall be indicated by means of appropriate signs. In the case of two roads of equal importance, a driver coming from the right shall have priority at cross-roads and junctions. Nevertheless, motor-vehicles and mechanically-propelled rail-vehicles shall have priority over other road users. Motor-vehicles and rail-vehicles shall be equal as regards priority. Nevertheless, orders and signals of the traffic police shall take precedence over the foregoing rules.

If a driver wishes to cross the main stream of traffic, he shall give priority to all oncoming vehicles maintaining their original direction; the same shall apply at cross-roads and junctions. Roads with several separate tracks shall be regarded as having a single track for the purposes of this provision.

8. *Chains of Vehicles.*

Chains of animal-drawn vans shall not exceed 50 metres and chains of motor-lorries shall not exceed 25 metres in length. The distances separating such chains shall be not less than their lengths.

9. *Stopping.*

The driver of a vehicle must stop in such a way as not to interfere with or endanger traffic. Vehicles may be stopped only on the right-hand side of the road in the direction of the traffic. When rails are laid on the right of the roadway, stopping is permitted on the left. On one-way streets, stopping is permitted on the right and the left.

10. *Loading.*

Loads must be stowed on vehicles in such a way as not to cause danger or damage to anyone and not to cause unnecessary annoyance or interference. The load must not be such as to make the vehicle more difficult to drive with safety to other road-users. The width of the load shall not exceed 2 metres 50.¹ If the load projects in the rear, the extremity must be indicated by means of a red flag and, after sunset and at night, by means of a red lamp.

The length of the vehicle and its load must not exceed 22 metres,¹ and the height must not exceed 4 metres.

¹ See also under II, 4.

11. *Vehicles left unattended.*

When leaving his vehicle unattended, the driver must take the necessary measures to avoid any accident or disturbance to traffic (see also under 15).

12. *Indication of Ownership.*

Every vehicle must bear on the left-hand side the Christian name, surname and address of the owner in clearly visible and indelible characters.

13. *Rear Lights and Reflectors* (see also under II, 4 (i)).

Vehicles must carry in the rear red lights or reflectors, except in the case of perambulators used as such and sledges.

14. *Detailed Rules concerning Different Categories of Traffic.*

(a) *Cyclists.* — Bicycles must have yellow reflectors on either side of the pedals.

Use of Cycle Tracks : Cyclists must use existing cycle tracks : on roads without cycle tracks they must keep to the extreme right of the roadway.

Cyclist Traffic : Cyclists must as a rule ride in single file. They may ride two abreast when this does not disturb or interfere with traffic. They are, for instance, interfering with traffic if, by riding two abreast, they prevent faster vehicles from passing or overtaking. Outside built-up areas, cyclists must ride in single file on the main roads.

Groups of Cyclists : A group of more than fifteen cyclists under one leader, proceeding in close formation, may ride two abreast and use the roadway even when cycle tracks are available.

(b) *Animal-drawn Vehicles.* — Animal-drawn vehicles may not be left unattended on the road for any length of time unless the animals are taken out of the shafts and tethered. Vehicles from which the animals have been taken out must not be left unattended on the road after sunset or during thick fog.

(c) *Motor-vehicles.* — Use of Headlights : Drivers of motor-vehicles must dim their headlights in good time when this is necessary from the point of view of traffic safety and the consideration due to road-users coming in the opposite direction. This obligation does not apply to pedestrians except when walking in close formation.

Unattended Motor-vehicles : When leaving a motor-vehicle unattended, the driver must take the necessary steps to prevent its being used by unauthorised persons (see also under 11).

15. *Pedestrians.*

Pedestrians must use the parts of the road reserved for them. They must cross other parts of the road by the shortest way and at right angles to the line of traffic carefully and without stopping. Cross-roads must be crossed at pedestrian crossings or, failing such, at right angles to the roadway. Standing at street corners is prohibited when it interrupts or disturbs traffic. The foregoing provisions do not apply to streets in which vehicles are prohibited.

Pedestrians must keep to the extreme right of the roadway when carrying objects likely to interfere with the normal movement of pedestrians or to constitute a danger to the latter. Bath-chairs and perambulators used as such may be wheeled on pedestrian tracks. Detachments marching in close formation may not stop on bridges. Large detachments must leave spaces to permit other road-users to pass through.

After sunset and at night or during thick fog, detachments must indicate their lateral and rear limits by means of white or yellow lights in front and red lights in the rear. The left-hand man of the front rank and the right-hand man of the rear rank must carry a lamp. The presence of the detachment may also be indicated by a lamp-bearer marching at the head of the detachment or in the rear.

These provisions shall not apply when such detachments are sufficiently lighted by other means.

16. *Equestrians.*

Riders must keep to riding-tracks when these exist. A rider may not lead more than two horses in addition to the one he is riding.

Riders must comply with the rules for vehicles, with the exception of those concerning lights. After sunset, during the night, or during thick fog, riders must ride in single file unless they are proceeding in close formation or are lighted from some other source.

17. *Driving of Animals.*

Animals proceeding along the public highway must be under the charge of a person capable of controlling them. Only animals suited to the purpose may be used as draught or saddle animals on the public highway. Persons in charge of horses and cattle must take the necessary precautions as regards other road-users. Cattle must keep on the roadway and must be accompanied by a sufficient number of drovers. Horses must be on a rein and must have at least one driver for every four horses. A herd of animals must be lighted after sunset during the night or during thick fog by means of a white or yellow lamp in the front and in the rear. In the case of horses, one lamp is sufficient.

C. *Special Safety Measures.*

1. *Interference with Traffic.*

It is prohibited to place or to leave on the roadway objects which may endanger or interfere with traffic. The persons responsible must remove such objects without delay, and if this is not possible, must indicate their presence adequately. After sunset or during foggy weather, this must be done by means of a red light. It is prohibited to carry uncovered scythes on the public highway.

2. *Children's Games.*

Children are not allowed to play in the roadway except in roads where vehicles are prohibited.

II. REGULATIONS CONCERNING THE CONDITIONS TO BE FULFILLED BY INDIVIDUALS AND VEHICLES IN ORDER TO BE ADMITTED TO ROAD TRAFFIC.

1. *Classification of Driving-licences.*

There are four categories of driving-licences :

Category I : For motor-cycles (two-wheeled, with or without side-car) with cylinder capacity exceeding 250 cubic centimetres ;

Category II : For motor-vehicles, with or without trailer, exceeding 3.5 tons in weight (including trailer) and for road-trains comprising more than three axles, irrespective of the category to which the tractor belongs ;

Category III : For all motor-vehicles not included in categories I, II or IV ;

Category IV : For motor-vehicles with cylinder capacity not exceeding 250 cubic centimetres and for motor-vehicles with a maximum speed of not more than 30 kilometres an hour.

The licence may be confined to certain types of vehicles belonging to this category.

The holder of a licence in category II is allowed to drive vehicles in categories II and III. Licences in categories I, II and III also give the right to drive vehicles in category IV.

2. *Minimum Age of Driver.*

A licence to drive a motor-vehicle may in no case be granted to a person under 16 years of age. A licence to drive motor-vehicles in categories I, II and III may not be granted to any person under 18 years of age (a medical certificate is not compulsory ; the police must decide whether the applicant is physically and mentally fit).

3. *Special Provisions for Holders of Foreign Driving-licences.*

The holder of a foreign driving-licence may obtain a German licence for the corresponding category of vehicles if he can show that he is acquainted with the German traffic rules.

4. *Conditions to be fulfilled by Motor-vehicles and their Trailers.*

(a) *Dimensions of the Vehicle.* — Width : The width of the vehicle must not exceed the following : (1) For a vehicle with a total weight not over 7 tons : 2 metres 35 ; (2) for a vehicle with a total weight over 7 tons : 2 metres 50.

Length : The length of a road-train consisting of a number of vehicles coupled to one another must not exceed 22 metres (see also I, B, 8).

Height : The height of the vehicle must not exceed 4 metres.

The external contour of the vehicle must not be such that any projecting part is likely to endanger traffic (see also I, B, 10).

(b) *Tyres.* — The wheels of motor-vehicles and trailers must be provided with pneumatic tyres, except in the following cases, for which other tyres are authorised :

The wheels of motor-vehicles with a maximum speed not exceeding 25 kilometres an hour (15 kilometres for motor-vehicles with a non-suspended motor-axle) may have solid rubber tyres.

(c) *Reversing.* — Motor-vehicles with an unloaded weight exceeding 350 kilogrammes shall be constructed in such a way that they can be put into reverse from the driver's seat.

(d) *Windscreen and Windscreen-wiper.* — (1) Windscreens and windows in the front of the vehicle shall be of safety glass. (2) Windscreens shall be equipped with an automatic windscreen-wiper.

(e) *Brakes* (see also under II, 5 (b)). — Motor-vehicles must have two independent braking systems, or a single system worked by two independent means of operation, one of which will act even if the other fails. The independent means of operation must act by separate transmissions on different braking surfaces; the latter may, however, be situated in the same brake drum. If the brakes act on more than two wheels, common braking surfaces and transmissions may be used. Such transmissions shall, however, be constructed in such a way that, in the event of the breakdown of any part, at least two wheels situated on different sides can be braked.

[Here follow detailed rules concerning the construction, action and strength of the brakes.]

Trailers with two or more axles must have an adequate system of braking. The brakes must be such that they can hold the trailer with its maximum load on a dry slope of 20%. The brakes of trailers, whether automatic or worked by the driver of the tractor, must be such as to stop the trailer automatically when it becomes detached from the tractor.

[Here follow detailed provisions concerning the strength of brakes on trailers.]

Trailers with a single axle are not required to have brakes when they can be adequately braked by the tractor.

(f) *Total Weight of Trailers.* — Trailers may be licensed for traffic only when the tractor has brakes on every wheel and when their weight does not exceed 40% of the total weight of the tractor. In exceptional cases, trailers may be licensed when their weight is as much as 60% of the total weight of the tractor.

(g) *Sign indicating the Presence of a Trailer.* — Motor-vehicles and tractors with a closed driver's seat must, when drawing a trailer, bear a yellow triangular sign over the driver's seat in the middle of the vehicle. This sign shall be lighted up after dark.

(h) *Noise.* — The noise caused by a motor-vehicle in motion must not exceed 85 phons. The noise is to be measured when the engine is running at full pressure, and at a speed of 40 kilometres an hour. (If this speed is not reached, the noise should be measured at the maximum speed.)

These provisions shall not apply to agricultural tractors or machines or to other industrial vehicles with iron tyres.

(i) *Lighting* (see also under II, 5 (d)). — Motor-vehicles must be provided with two headlights of the same colour and strength. For motor-cycles, one white light is sufficient. Motor-vehicles with a speed not exceeding 8 kilometres an hour may carry two lamps instead of headlights. The headlights or lamps must be placed at the same height and at the same distance from the axis of the vehicle. After sunset or at night, the headlights must be able to light up the roadway for 100 metres when the vehicle can exceed a speed of 30 kilometres an hour, and for 25 metres in the case of other vehicles.

[Here follow detailed provisions concerning the strength and arrangement of these lights.]

Headlights must be constructed in such a way that the driver of the vehicle can dim them.

(j) *Parking Lights.* — Motor-vehicles, with the exception of motor-cycles, must carry in front two white or yellow lights placed at the same distance from the axis of the vehicle and not more than 40 cm. from the outer edge of the vehicle. These lights must not produce a dazzling effect and must not consume more than 10 watts. They may also be mounted in the headlamps. When a motor-cycle has a side-car attached, the latter must carry a light on the outer side.

(k) *Additional Lights.* — In addition to the lights mentioned above, motor-vehicles may carry supplementary lights to light up the roadway (fog lights, turning-lights, etc.). Supplementary lights must not be placed higher than the headlamps; they may be mounted in the latter.

(l) *Rear Lights* (see also under I, B, 13). — Motor-vehicles must carry in the rear two red lights of the same strength, placed at the same height and at the same distance from the axis of the vehicle. These lights must not be more than 40 cm. from the outer edge of the vehicle.

Each red rear light must be mounted on a separate circuit.

Motor-vehicles, with the exception of vehicles with a speed not exceeding 20 kilometres an hour and motor-cycles, must be equipped with one or two brake lights giving warning in the rear that the driver of the vehicle is slowing down or is about to stop.

In the case of trailers, the rear lights and brake lights prescribed for the tractors must also be carried by the trailer. The left-hand rear light of the trailer must be independent of the lighting system of the tractor, except in the case of trailers with a single axle and with a total weight not exceeding one ton.

In addition, motor-vehicles and trailers must carry in the rear a red reflector with a surface of not less than 20 square centimetres.

(m) *Direction Indicators* (see also under I, B, 5). — Motor-vehicles, with the exception of electric tractors and motor-cycles, must carry direction indicators. These must project on either side of the body of the car when raised and must disappear when lowered.

(n) *Sound-signals* (see also under I, B, 6). — Motor-vehicles must be equipped with sound-signals to warn other road-users of the approach of a vehicle without startling them and without causing them unnecessary inconvenience. The warning signals must be capable of being given even when the engine of the vehicle has stopped. Sound-signals must emit a uniform sound without secondary sounds. The sound must in no case exceed 100 phons at a distance of 7 metres.

Motor-vehicles may also be equipped with sound-signals producing sound in excess of 100 phons, but such signals may only be used outside built-up areas.

The foregoing provisions shall not apply to motor-vehicles with iron tyres and with a maximum speed not exceeding 8 kilometres an hour.

(o) *Driving-mirror* (see also under II, 5 (c)). — Motor-vehicles, with the exception of motor-cycles and open electric vehicles, must be provided with a driving-mirror placed in such a way and of such dimensions that the driver can see from his seat the road in the rear.

(p) *Indication of the Maker of the Chassis*. — All motor-vehicles must bear on the chassis in a clearly visible position a plate indicating the name of the maker of the chassis, the year of construction and the factory number of the chassis, the unloaded weight and the maximum authorised weight of the vehicle; in the case of lorries and motor-buses, the useful load, and, for motor-vehicles, the cylinder capacity of the engine. The factory numbers must be sunk or embossed in the metal of the engine and the chassis respectively, or shown on a riveted (not screwed) plate.

(q) *Registration Plate*. — The registration number and other marks prescribed by the authorities must be shown in white lettering on a black ground. The letters and figures may be embossed. The registration number must be affixed in the front and at the rear, either on the body or on a plate fixed to the vehicle. The registration number affixed at the rear must be so lighted as to be legible after dark at a distance of at least 14 metres.

The distinctive national sign D must be in conformity with the provisions of the International Convention of 1926 and must be lighted after sunset and at night and also in foggy weather when the vehicle is being driven abroad.

[The regulations contain special provisions for electric vehicles.]

5. *Provisions applicable to Road Vehicles other than Motor-vehicles.*

(a) *Driving of Vehicles and Animals*. — Vehicles must be capable of being easily driven.

(b) *Brakes* (see also, under II, 4 (e)). — Every vehicle must have a system of brakes capable of being easily operated while the vehicle is in motion and capable of producing the desired effect without damage to the track. Bicycles must have two independent brakes. Hand-drawn vehicles and sleighs and also agricultural and forestry machines are not required to have brakes. The braking device must be firmly fixed to the vehicle and must be capable of reducing its speed and stopping it.

(c) *Driving-mirrors* (see also under II, 4 (o)). — Lorries must be equipped with a driving-mirror, unless this is technically impossible.

(d) *Lights* (see also under II, 4 (i)). — There must be a white or amber light to light up the roadway in front. The light must be visible at a distance of 50 metres and must not produce a dazzling effect.

ANNEX 3.

C.C.T./C.R.136 (a).
April 12th, 1938.

ITALY.

SUMMARY OF CERTAIN PROVISIONS OF THE ROYAL DECREE No. 1740
OF DECEMBER 8TH, 1933.

[Translation from the Italian.]

I. CONDITIONS TO BE FULFILLED BY VEHICLES.

Brakes and Safety Devices.

1. Motor-vehicles must be equipped with two systems of brakes, independent of each other, or one system of brakes with two independent means of operation, of which one means of operation will function, even if the other fails to function, provided that, in all cases, the system used is really effective and rapid in action.

2. Trailers must be equipped with a braking system, and if they are intended for passenger transport, with two independent braking systems.
3. Trailers weighing more than 35 cwt., and the leading car of a train, must be provided with hydraulic brakes, compressed-air brakes, or depression brakes worked from the driving-seat of the leading car.
4. Motor-vehicles weighing more than $3\frac{1}{2}$ cwt. must be provided with a mechanism for reversing the vehicle.
5. All animal-drawn vehicles must be equipped with a brake capable of easy and rapid handling.
6. Heavy motor-vehicles (weighing over 35 cwt.), public-service vehicles and leaders of road trains must be equipped with a retrovisor mirror sufficiently large and so placed as to allow the driver to see vehicles which want to pass.
Motor-vehicles weighing over 35 cwt. and with trailers must be equipped with a device to make the driver aware of the signals made by the drivers of overtaking vehicles.

Lighting of Vehicles.

1. Motor-vehicles must be adequately lighted during the period from half an hour after sunset to half an hour before sunrise. They must carry two white lights in front and a light in the rear so placed as (1) to illuminate the registration plate so that the letters and numbers are readable at a distance of 30 metres and (2) to show a red light behind.
2. Motor-cycles with two wheels must show a white headlight.
3. All motor-vehicles capable of a speed exceeding 30 kilometres an hour must carry in addition to the white lights mentioned in paragraph 1 at least one strong light, placed symmetrically with the white lights referred to above, capable of lighting up the road 100 metres ahead. This light can be incorporated into the same apparatus as the white lights.
4. Motor-vehicles with a trailer must carry in front, besides the two white lights, an additional light to indicate a road train, and the rear red light must be placed on the back of the trailer.
5. The use of dazzling lights is prohibited in built-up areas, and such lights must be dimmed on passing another vehicle and when there is a risk of endangering other vehicles, pedestrians or animals.
6. Vehicles other than motor-vehicles must carry in front one or more lights visible for at least 100 metres. If one light is carried, it must be placed on the left side of the vehicle, and all vehicles in a train must be lit.

Sound-signalling Devices.

All motor-vehicles must be furnished with a loud-sounding horn; auxiliary sound devices may be used in non-built-up areas.

Special Accessories for the Equipment of Motor-vehicles.

1. Every motor-vehicle must be equipped with a silencer.
2. The make of the vehicle, together with the engine and chassis numbers, should be sunk or embossed in the metal of the engine and of the chassis, in an easily accessible position.

Registration of Motor-vehicles.

1. Every motor-vehicle must be licensed.
2. On registration, each vehicle is given a serial registration number, which must be displayed at the back of the vehicle (see also lighting provisions).

II. DUTIES OF DRIVERS AND OTHER ROAD-USERS.

Driving of Vehicles and Animals.

1. Flocks and strings of animals must be accompanied by a sufficient number of drivers to ensure that at least half the road is left free. At night, they must be preceded by a guardian carrying a light.
Animals may not stray on the road.
2. No vehicle or draught, pack or saddle animal may use that part of the road reserved for pedestrians.
3. All vehicles must have a driver of suitable age and physical and mental condition.
4. A vehicle drawn by not more than four animals in pairs, or not more than three animals in single file, may have one driver.

Pedestrians.

1. Pedestrians must use the footpaths reserved for them. In the absence of verge or footpaths, or when these are not sufficiently wide, pedestrians may walk on the side of the road.
2. Pedestrians may not walk or stray on the part of the road reserved for vehicles, except where unavoidable.
3. On crossing a road, pedestrians must walk straight across, not diagonally.

Direction of Traffic.

All vehicles, draught, pack or saddle animals, flocks and herds on the public roads must keep to the right wherever the width of the road allows, especially on bends.

Stopping: Standing still.

The authorities shall have the right to prohibit or to limit the stopping or standing still of vehicles and animals on the roads without justifiable motive or beyond a reasonable period of time. When stopping, vehicles and animals must draw in to the right. If vehicles or animals are left unattended, care must be taken to prevent an accident of any kind. Vehicles and animals must leave tramlines free in all circumstances.

Speed.

Drivers must regulate the speed of their vehicles having regard to the braking system, the weight of the vehicle and the nature and condition of the roads, and all other circumstances, so as not to constitute a source of danger to persons or objects, or to dislocate traffic.

Overtaking.

Drivers of vehicles or animals wishing to pass must give the prescribed signal to the road-users in front, take the left side of the road and draw back to the right as soon as possible without inconveniencing the other vehicle. The driver of the vehicle being overtaken must slow up to facilitate this manoeuvre.

Crossroads and Junctions.

1. At crossroads and junctions, drivers of vehicles or animals, on turning to the left, must make a wide sweep, leaving on their left as much road as possible.
2. On public roads, right of way must be given to vehicles and animals approaching on the right unless a sign to the contrary exists.
3. At junctions of private roads with public roads, right of way is given always to vehicles on the public road.
4. At rail or tramway crossings, precedence is always given to the vehicle on the track.

Driving-permits.

1. No one may drive a motor-vehicle unless in possession of a certificate :
 - (a) Of ability to drive a car with safety (for private cars);
 - (b) Of knowledge of the mechanism and various parts of the car (private car service);
 - (c) Of a complete knowledge of the mechanism and various parts of the car (for driving road-trains, public service vehicles, etc.).
2. A medical certificate must be produced in order to obtain a driving-permit.

Dimensions and Weight of Vehicles.

1. Vehicles must not exceed 2 metres 50 in width and 4 metres in height. Duly authorised public-service vehicles may reach 4 metres 50 in height.
2. The total length must not exceed :
 - 6 metres for vehicles with one axle;
 - 10 metres for vehicles with two axles;
 - 12 metres for vehicles with three axles.
3. The total loaded weight must not exceed :
 - 50 cwt. for vehicles with one axle;
 - 80 cwt. for vehicles with two axles;
 - 100 cwt. for vehicles with three axles.

The total weight of a loaded public-service vehicle or of a loaded trailer must not exceed :

- 60 cwt. for motor-vehicles with one axle;
- 100 cwt. for motor-vehicles with two axles;
- 120 cwt. for motor-vehicles with three axles.

ANNEX 4.

C.C.T./C.R.129.
December 7th, 1937.

REVISION OF THE INTERNATIONAL CONVENTIONS OF APRIL 24TH, 1926,
RELATING TO MOTOR TRAFFIC AND ROAD TRAFFIC.

PROPOSAL BY THE INTERNATIONAL ASSOCIATION
OF RECOGNISED AUTOMOBILE CLUBS (I.A.R.A.C.).

To the Chairman of the Permanent Committee on Road Traffic.

Paris, November 19th, 1937.

I have the honour to forward herewith two copies of the proposal of the International Association of Recognised Automobile Clubs concerning the principal provisions which might be embodied in an international convention on road traffic.

This proposal represents the results of two years' work, and we should be glad if the Permanent Committee on Road Traffic when considering the revision of the Conventions of April 24th, 1926, would take it as a basis for discussion in accordance with the intention expressed at its session of July 5th-7th, 1937.

The models for national registration cards and national driving-licenses are not attached to our draft, as they are those which were examined by the Permanent Committee at that session in connection with the question of the simplification of travel documents.

The Permanent Committee will note that this proposal for the simplification of travel documents, which means standardising national documents, prepares the way for the provisions laid down in Articles 26 and 50 of the attached draft.

G. PÉRON,
Secretary-General.

* * *

[Translation.]

INTERNATIONAL ASSOCIATION OF RECOGNISED AUTOMOBILE CLUBS :
PROPOSAL CONCERNING THE PRINCIPAL PROVISIONS WHICH MIGHT BE EMBODIED IN AN
INTERNATIONAL CONVENTION ON ROAD TRAFFIC.

Part I. — Conditions to be fulfilled by Vehicles.

Brakes.

1. Every motor-vehicle must be capable of being braked in a rapid and effective manner. The braking apparatus must be capable of operation by two different means, whether acting on separate drives or not. The drives must be so contrived as to ensure rapid and effective braking.

2. If the weight of the motor-vehicle when empty exceeds 350 kilogrammes, the vehicle must be equipped with a mechanism by means of which it can, from the driver's seat, be made to reverse under its own power.

3. All other vehicles, including pedal-cycles, must be equipped with at least one brake.

4. Single trailers coupled to motor-vehicles must be equipped with brakes, unless their weight loaded does not exceed 400 kilogrammes.

When the weight loaded exceeds 400 kilogrammes, they must be equipped with a braking apparatus capable of bringing them to a standstill and holding them on the steepest hills. This apparatus must be capable of being operated by the driver of the tractor from his seat. When the trailer is not coupled to the tractor, the apparatus must be capable of being operated on the trailer itself.

Lighting of Vehicles.

5. No vehicle proceeding alone may travel during the night, from sunset, unless it carries two white or pale yellow lights in front and two red lights in the rear.

The white lights and red lights must be of equal strength, and must be placed one on the left and one on the right respectively, arranged symmetrically in relation to the axis of the vehicle to indicate its width.

6. For two-wheeled motor-cycles not coupled to a side-car, and for pedal-cycles, only one white light in front and one red light in the rear shall be required. Furthermore, the rear mudguard must be painted white.

7. The foregoing conditions are applicable to vehicles standing on the public highway. Nevertheless, in built-up areas where there is public lighting, vehicles at a standstill may bear a single light on the left¹ side of the vehicle, showing white in front and red in the rear. This light may be extinguished when the vehicle is sufficiently lit from some external source.

8. Every motor-vehicle capable of exceeding a speed of 30 kilometres an hour must also be equipped with two white lights capable of lighting the road in front for a distance of 100 metres, unless the white or pale yellow lights prescribed above are sufficient to comply with this condition.

9. Lamps which may produce a dazzling effect must be provided with means for eliminating that effect when other users of the road are met, or on any occasion when such elimination would be useful. The elimination of the dazzling effect must, however, leave sufficient light to illuminate the road clearly for at least 25 metres.

10. The use of lights which may produce a dazzling effect is prohibited while the vehicle is at a standstill.

11. "Stop" light. — Every motor-vehicle, except motor-cycles, must be equipped in the rear with an amber light which comes on automatically when the brake is first applied.

12. Motor-vehicles drawing trailers are subject to the same regulations as separate motor-vehicles, in so far as front lighting is concerned; the rear red lights are to be carried on the back of the trailer.

13. In the case of a string of vehicles coupled to one another, or of a road-train, the foregoing provisions shall apply to the first vehicle as regards the front lighting and to the last vehicle as regards the rear lighting. In addition, the string of vehicles or road-train shall carry, every ten metres, a light showing white in front and red in the rear affixed to the left side of one of the component vehicles.

Sound-signalling Devices.

14. Motor-vehicles must be fitted with one or two sound-signalling devices, capable of being operated by hand by the driver without distracting his attention from his occupation. The sound emitted by such apparatus must not be of a strident character.

15. Pedal-cycles must be fitted with a warning apparatus, consisting of an ordinary bell or spring bell, which can be heard at a distance of 30 metres.

16. Animals drawing vehicles whose wheels are fitted with rubber tyres or vehicles travelling in the snow must carry ordinary bells or cow-bells.

17. Sound-signals must be used only in case of necessity.

18. When the use of sound-signals is prohibited in built-up areas, such prohibition shall be indicated by an appropriate sign.

19. Motor-vehicles must be fitted with an effective silencer. The use of cut-outs on the public highway is prohibited.

Special Accessories for the Equipment of Motor-vehicles.

20. Every motor-vehicle must be equipped with the following:

(a) A driving-mirror, so arranged that the driver can see from his seat any other vehicle which might overtake him;

(b) The name of the maker of the chassis in an easily-accessible position and in easily-legible lettering;

(c) The engine number, which must be engraved in the metal of the motor unit or riveted thereto on the right-hand side in such a way as to be easily legible by an observer standing on the right of the vehicle when the bonnet is raised;

(d) The chassis number which must be engraved in the metal or riveted to the right-hand side of the chassis near the engine.

21. Every motor-vehicle whose weight loaded exceeds 3,500 kilogrammes must be fitted with an amplifier enabling the driver to hear the sound-signals of road-users who may wish to overtake him.

Registration of Motor-vehicles.

22. With the object of certifying that every motor-vehicle which has received authorisation to travel on a public highway fulfils the conditions laid down in the foregoing articles, registration cards on the model contained in the annex will be delivered to owners of vehicles.²

¹ In the following text, it has been assumed that traffic keeps to the right. To apply the traffic-rules to countries in which traffic is on the left, it is only necessary to replace "right" by "left" and *vice versa*.
² The models are those recommended by the Committee at its eleventh session (see document C.322.M.217.1937.VIII, page 23).

23. The authority, or the association authorised by it to register motor-vehicles, shall, when issuing the registration card, allocate to the vehicle a serial number known as the registration number.

24. The registration number shall be clearly and permanently affixed in the front and at the rear of the vehicle. The registration number affixed at the rear shall be lighted in such a way as to be legible in the dark at a distance of 25 metres.¹

The lighting system shall be so arranged that the lighting of the registration number cannot be extinguished before the front and rear lights of the vehicle.

25. For purposes of international traffic, motor-vehicles shall also be fitted at the rear with an oval nationality plate on the model contained in the annex (black letters on a white ground). This plate shall be placed vertically, and shall be separated from the registration plate; it shall also be lighted in such a way as to be legible in the dark at a distance of 25 metres.¹

26. Registration cards delivered by the authorities of a contracting State, or by an association authorised by them, with the countersignature of the authority, are valid for the movement of the motor-vehicles concerned in all the other contracting States, provided that the vehicle is equipped with the distinctive nationality plate mentioned in the previous paragraph.

Part II. — Duties of Drivers and Other Road-users.

Driving of Vehicles and Animals.

27. Every vehicle proceeding singly must have a driver.

28. Strings of vehicles consisting of more than two vehicles must have at least two drivers. When the number of vehicles in the string makes it necessary, the number of following one another in unbroken succession.

Convoys consisting of animals or of animal-drawn vehicles must, if necessary, be broken up into sections, each measuring not more than 30 metres in length. The space between two consecutive sections must be at least 30 metres; it must, in any case, be sufficient not to interfere with traffic.

In convoys of motor-vehicles, the space between any two vehicles must be sufficient to enable another vehicle overtaking the convoy to take its place in the convoy if necessary.

29. Draught, pack or saddle animals and cattle travelling on roads open to public traffic must have at least one driver.

Flocks and strings of animals must be accompanied by a sufficient number of drivers to make them keep to the right of the road, and if necessary, to clear crossroads.

It is forbidden to allow animals to stray on the public highway. Owners are responsible for accidents that may be caused by their animals.

Duties of Drivers.

30. Drivers shall at all times be able and in a position to control their vehicles or to guide their teams or the animals accompanying them. They must possess the qualifications necessary to perform these duties. They shall be bound to take any precautions that may be required on the approach of vehicles, pedestrians or animals in their way.

Pedestrians.

31. Pedestrians must use the footpaths or the verges of the public highway.

The term pedestrian shall include persons employing a special means of locomotion, other than pedal-cycles, worked or controlled either by themselves or by some other person.

32. On public highways which have no footpath or verge, they must walk on the edge of the highway.

33. Without prejudice to the precautions which they must take before entering the part of a public road intended for the use of vehicles and animals, pedestrians must make way for the passage of vehicles and draught, pack or saddle animals. When crossing the public highway, they must proceed in a direction at right angles to the road.

34. In built-up areas, exceptions may be made to the foregoing rules in the case of crossings marked on the road and indicated or controlled by a police officer.

35. When pedestrians have to move in a body at night on the part of the public highway reserved for vehicles and animals (*e.g.*, troops on the march), the last pedestrian must carry a lighted lantern.

Direction of Traffic.

36. All vehicles, draught, pack or saddle animals and cattle travelling on the public highway, must keep, as far as possible, to the right-hand side of the part of the road which is reserved for them. They must not leave it except when overtaking (see No. 40).

¹ One of the rear lights may be used for this purpose.

37. Pedal-cyclists must use cycle-tracks when these exist separately from the highway; failing such tracks, they must keep to the extreme right of the highway.

When travelling on roads reserved for vehicles, they must in no case ride more than two abreast. When overtaking or being overtaken, they must fall into single file.

Stopping: Standing still.

38. When vehicles, draught, pack or saddle animals and cattle are brought to a standstill on the public highway, they must draw into the extreme right of the road, and, if possible, on to the verge. Drivers must not leave their vehicles standing until they have taken all necessary precautions to prevent an accident.

It is forbidden to leave vehicles or animals standing:

- (a) At crossroads;
- (b) Within 10 metres of the junction of two roads;
- (c) Before a carriage gateway;
- (d) At a turn of the road;
- (e) Close to the top of a hill.

Speed.

39. Every driver of a vehicle, whatever the mode of propulsion, must at all times be in a position to control its speed. He must slow down when circumstances necessitate this, particularly when visibility is poor.

Overtaking.

40. When overtaking, the driver must pass on the left of the vehicle, pedestrian or animal in front of him. He must not overtake until he has ascertained that the way is clear and given warning of his intention, as far as possible, to the driver or pedestrian in front of him. When the driver of a vehicle is caught up by another swifter vehicle, he must allow himself to be overtaken, keeping well in to the right of the road.

41. After overtaking, the driver must bring his vehicle back to the right of the road, but not until he has ascertained that he can do so without inconveniencing the vehicle, pedestrian, or animal he has overtaken.

Crossroads and Junctions.

42. Every driver approaching junctions or crossroads must take all necessary precautions.

43. Every driver approaching a road on which the traffic is heavy, not being himself on a road of that description, is required to yield right of way to vehicles travelling on the former.

44. The approach to a road on which the traffic is heavy must be indicated on all the adjacent roads by means of the special sign laid down in the Geneva Convention of March 30th, 1931, concerning the Unification of Road Signals.

45. Furthermore, a road considered or classed as a road on which the traffic is heavy must be indicated as such to users by all possible means — e.g., by the colour of the mile-stones and of the bands painted round the signboards.

Driving-permits.

46. The driver of a motor-vehicle must possess qualifications which provide a reasonable guarantee of public safety.

47. In order to certify that the conditions laid down in the preceding paragraph have been fulfilled, driving-permits may be delivered on the model contained in the annex.¹

48. These driving-permits are valid for the following categories of vehicles:

- (1) Motor-cycles with or without side-car;
- (2) Motor-vehicles of which the combined weight of the empty vehicle and the weight of the maximum load which it is declared on registration to be capable of carrying does not exceed 3,500 kilogrammes;
- (3) Motor-vehicles of which the total weight, made up as above, exceeds 3,500 kilogrammes;
- (4) Motor-vehicles used for public passenger transport.

49. In so far as international motor traffic is concerned, driving-permits may not be issued to persons under 18 years of age. For motor-cycles, the age is fixed at not less than 16 years, and for vehicles of category 4 at not less than 21 years.

50. Driving-permits issued by the authorities of a contracting State or by an association designated by them, bearing the countersignature of the authority, permit the holder to drive, in all other contracting States, motor-vehicles which come within one of the categories for which they have been issued, and are recognised as valid, without re-examination, in all the contracting States.

¹ See footnote 2 on page 20.

Exchange of Information.

51. The contracting States undertake to communicate to each other such information as will establish the identity of persons holding registration cards or driving-permits whose motor-vehicles have caused in their territories an accident involving personal injury followed by a conviction.

52. They further undertake to make known to the State which has issued the registration cards or driving-permits the names, surnames and addresses of persons whose right to make use of the said cards or permits in their territories has been withdrawn.

Observance of National Laws and Regulations.

53. The driver of any vehicle travelling in a country is bound to conform to the laws and regulations which are in force in that country regarding traffic rules.

An extract from those laws and regulations, made out in three languages, may be given to the driver on entry into a country at the office at which the Customs formalities are carried out.

54. Further, the driver of every vehicle is bound to conform to the indications shown by signs placed on the public highway, to obey the signals of the traffic police, and, at the latter's request, to produce their traffic documents, provided that such police officers are in uniform.

ANNEX 5.

C.C.T./C.R.135
April 14th, 1938.

REPORT ON THE SAFETY OF PEDESTRIANS AND CYCLISTS

Submitted by Dr. H. ROTHMUND.

The object of all road-traffic regulations must be to ensure the normal movement of traffic and to guarantee, as far as possible, the safety of all classes of road-users. In accordance with this fundamental principle, it is essential, in examining any measures, to consider the different classes of road-users from the same standpoint and to endeavour to take into account their respective interests, the governing idea being always, of course, traffic safety as a whole. There can thus be no question of protecting certain classes to the detriment of others or requiring the latter alone to observe the regulations in force.

The differences between the classes of road-users must also be taken into account. Thus, for instance, the cyclist, with his unstable equilibrium, is a road-user who behaves in a less certain manner than the driver of a car. Again, pedestrians and cyclists use the road without having previously had to pass a test on the subject of road traffic regulations such as has to be passed in most countries by motorists and, at least, the drivers of heavy motor-cycles. Traffic rules affecting motorists, etc., must obviously be based on the conditions in which pedestrians and cyclists are placed. Conversely, traffic rules applicable to pedestrians and cyclists must pay due regard to the needs of motorists, etc.

The ideal solution would clearly be the provision of a separate track for each class of road-users; but, more particularly in the open country, such separation of the traffic will very often be impossible or only partly practicable.

The body of traffic regulations must thus constitute a logical whole deriving from the principle that has just been stated: all measures must be directed towards increasing traffic safety whilst safeguarding, as far as possible, the interests of the various classes of road-users.

Chapter I of the present report deals with the special regulations that should be applied to pedestrians and cyclists with the object of achieving the desired aim, it being understood that the traffic regulations governing motorists, motor-cyclists, cyclists, drivers of animal-drawn vehicles, etc., must be not merely enacted, but also strictly enforced. Chapter II deals with the question of the separation of the different classes of traffic. Chapter III is concerned with the problem of instruction in traffic rules, a question that is of great importance to all road-users. Finally, Chapter IV deals with police control of road traffic, a matter which is essential for any definite and rapid increase in traffic safety.

In general, the Rapporteur has not found it possible to draw a distinction between traffic in built-up areas and traffic in the open country. It may, however, be taken as true that vehicles travel more slowly in built-up areas than outside such areas, even where no speed-limit in kilometres is laid down for motor-vehicles in built-up areas or in the country.

Although traffic in the open country is usually less dense, it is frequently more dangerous than in built-up areas, more particularly for pedestrians and cyclists. Nevertheless, it would hardly be possible to apply to traffic in the open country different rules from those in force in built-up areas. In the open country, however, the problem of pedestrian crossings, for instance, will be of scarcely any importance, and, for that reason, the question is not dealt with in the present report.

I. TRAFFIC REGULATIONS AFFECTING PEDESTRIANS AND CYCLISTS.

1. *Traffic Regulations affecting Pedestrians.*

Pedestrians are required to observe certain fundamental rules. They will use the pavements or paths reserved for them at the side of the roads and will cross the carriage-way at a right angle and with due care. It would also be advisable to require them always to keep to the edge of the road. Swiss law, for instance, makes it compulsory for pedestrians to do so only where visibility is restricted or on the approach of motor-vehicles.¹ A particularly strict rule is embodied in paragraph 32 of the Proposals by the International Association of Recognised Automobile Clubs, transmitted on November 19th, 1937, to the Chairman of the Permanent Committee on Road Traffic² with a view to the revision of the international Conventions of April 24th, 1926, relating to motor traffic and road traffic :

“ On public highways which have no footpath or verge, they (pedestrians) must walk on the edge of the highway.”

This proposal would seem to go too far. Pedestrians must, naturally, be required, in the interest of the rational movement of traffic, to keep as far as possible to the edge of the road. Any such rule must, however, be devised to protect pedestrians against motor-vehicles by assigning them a definite place on the public highway. A pedestrian walking at the edge of the road, in accordance with the regulations, must have an assurance that he can walk there as safely as on a pavement or reserved pathway.

Obviously, a pedestrian must also be left a certain freedom of movement. A step to the left or right, or an unforeseen movement caused by fear, should not entail the risk of being run over by a motor-vehicle.

All bodies of law on motor traffic, of course, require the driver of a motor-vehicle overtaking other traffic to drive with special caution and to pay due regard to other road-users. Whenever he prepares to overtake, the motorist must therefore pay attention to this regulation. If he does not do so, and passes too close to a pedestrian — i.e., without taking into account the possibility of an unforeseen side-ways movement by the latter, he is clearly guilty of a fault. The question has more than once been raised whether it would not be advisable to require pedestrians to take the side of the road on which vehicles are travelling in the opposite direction. By doing so, the pedestrian would be facing oncoming vehicles and would be better able to make way for them. He would thus avoid the danger of being caught by a vehicle travelling in the same direction as himself. Lastly, he would not need to turn round and make an involuntary movement towards the roadway.

This reasoning is not without weight. Nevertheless, the system suggested would appear to have its disadvantages. Take the case of a pedestrian wishing to go from one house to another, both situated to the right in respect of the direction in which he is going. If he were compelled to keep to the left, he would have to cross the carriage-way twice, and hence would incur added danger.

Furthermore, at a blind left-hand corner, more particularly if the road is narrow, a pedestrian walking on the left of the road would find himself on the part of the carriage-way reserved for vehicles travelling in the opposite direction, and hence would be in serious danger, more particularly if the motor-vehicle were keeping close to the right.

Lastly, by night, another serious danger arises from the dazzle caused by the lights of a car coming from the opposite direction.

By night, too, a pedestrian is particularly exposed to danger when outside built-up areas, since in the open country the roads are usually unlighted. A general regulation compelling pedestrians travelling by night outside built-up areas to make themselves visible by means of some appropriate device would certainly be asking too much. In paragraph 35 of the proposals already mentioned, the International Association of Recognised Automobile Clubs makes only the following suggestion : “ When pedestrians have to move in a body at night on the part of the public highway reserved for vehicles and animals (e.g. troops on the march), the last pedestrian must carry a lighted lantern ”.

This proposal would seem to be reasonable, and it should be taken up in the best interest of pedestrians.

There remains the question whether a provision of this kind would be suitable for inclusion in an international convention.

2. *Regulations applicable to Cyclists.*

In addition to prescribing traffic rules for cyclists, the law must also lay down definite regulations concerning the equipment of cycles.

¹ Traffic Law of March 15th, 1932, concerning Motor-vehicles and Cycles, Article 35, paragraph 1.
² See Annex 4.

(a) *Traffic Rules affecting Cyclists.*

In the first place, cyclists must be required to observe the fundamental traffic rules prescribed for drivers of motor-vehicles. Thus, the general speed regulation will apply to cyclists also. A cyclist must always have his machine under control and must adapt its speed to road and traffic conditions. Cyclists will of course be required to observe the general rules concerning passing and overtaking and also those relating to right-of-way at junctions and crossroads.

Cyclists must not ride more than two abreast. When passing or overtaking other vehicles, animals or pedestrians, they must, when road or traffic conditions so demand, ride in single file. Cyclists must be forbidden to remove their hands from the handle-bars or their feet from the pedals, or to be taken in tow by an animal-drawn vehicle or by a motor-vehicle. Children who have not yet reached school age must be prohibited from riding cycles on busy roads. The regulations should include a provision prohibiting the carrying of a second person on a cycle that is not specially equipped for the purpose.

Even if cyclists are not required to undergo any examination or to have driving-licences, it would be advisable to prohibit the use of a cycle by any person who is a danger to road-users because he is suffering from some physical or mental infirmity or because he has endangered road-users through some serious breach of the regulations.

In this connection, it may be observed that the introduction of compulsory third-party insurance of cyclists would be in the interest, not only of the third party who suffers injury, but also of the cyclists themselves, for they are usually not wealthy persons. Very good results have followed the introduction of such compulsory insurance, for instance, in Switzerland.

(b) *Equipment of the Cycle.*

Every cycle must be fitted with :

A rapidly acting and sufficiently effective back-wheel brake ;

A warning device (preferably a bell) which should be used only when the safety of road-users so demands.

The lighting of the cycle plays a very important part in ensuring the cyclist's safety. The cycle must be fitted with a white headlight that does not dazzle and that lights up the road well for a distance of 25 metres. The light must be securely fixed, so that the angle of the beam of light cannot change. The best rear device is a red or orange light which is clearly visible at a distance of 100 metres. If the light is not compulsory, the cycle should at least be fitted with a rear reflector so constructed as to be clearly visible at a distance of 100 metres.

Experiments made in Switzerland have proved that when a motor-vehicle is travelling with full lights, the rear reflector is a perfect substitute for a rear light on a cycle. On the other hand, the light is undoubtedly preferable if a motor-vehicle coming behind is travelling with reduced lighting, as for instance would be the case when passing other vehicles. It fairly frequently happens, however, that the light is not working, and the cyclist is then less well protected than if his machine were fitted with a good rear reflector. There are, indeed, rear lights combined with reflectors, and such a device would no doubt constitute the best solution.

The painting of the rear mudguard in a light colour should be made compulsory, for this precaution may frequently help to make the cycle more visible.

II. SEPARATION OF TRAFFIC.

The whole question of traffic regulation would be greatly simplified and the safety of road-users greatly increased if the different classes of road-users were able to travel on special tracks. Such a separation will, however, be feasible on only a very few roads, owing to the expense and the topographical difficulties it would involve. Nevertheless, it should be carried out wherever circumstances permit.

Roads or Paths for Pedestrians. — The best solution would clearly be the complete separation of pedestrians from traffic on the carriage-way by means either of pavement or paths running alongside the carriage-way or in proximity thereto. If that is not possible, an attempt should at least be made to divert pedestrian traffic, if not compulsorily at all events by way of recommendation and by appropriate signs, to existing roads which, even if not parallel to the highway, enable places situated thereon to be reached without great detours. All efforts in this direction deserve the warm support of the authorities and of road-users' associations.

Cycle-tracks and "Cycle-ways". — Cycles should, if possible, travel on a special track. This might be, according to circumstances, either a cycle-track (or cyclists' pathway) properly so called, or a cycle-way on the road itself. Cyclists must be required to use the cycle-track. All other vehicles and also all other road-users, including pedestrians, will be prohibited from using the cycle-track. The cycle-track should be clearly separated from the highway.

In many cases, more particularly outside built-up areas, cycle-ways have been laid out on the road itself where there was no room for a cycle-track. This cycle-way is a strip on the road surface intended particularly for cyclists, and there is nothing separating it from the highway proper. The highway and the cycle-way must, however, be clearly distinguished

by their colours. It would be impossible to insist on cyclists using the cycle-way only. Where there is no pavement or other special path for the pedestrian, he will necessarily have to walk at the side of the road. To overtake a pedestrian, a cyclist will thus be obliged to ride for a certain distance on the highway properly so called until he is able once more to enter the cycle-way without inconveniencing pedestrians.

These cycle-tracks and cycle-ways must be marked by effective traffic signs. No international sign as yet exists for this purpose. The Convention of March 30th, 1931, concerning the Unification of Road Signals explicitly provides (Article 3, paragraph 2) that should it be necessary to introduce some other sign, it shall conform to the classes mentioned in the annex as regards its general shape and colour. For the cycle-track, the sign which would be best adapted to the international system would be a disc bearing a figure representing a cycle or a cyclist. The disc might be blue and the figure white. As the cycle-way would have a different legal significance from the cycle-track, a special sign should be devised for it. This might perhaps be done by means of an addition to the sign indicating a cycle-track.

III. EDUCATION OF ROAD-USERS.

When traffic rules have been laid down for all road-users and the various classes of traffic have been separated as far as possible, there still remains, in view of the inherent imperfection of human nature, one essential element — namely, the education of all road-users as a means of preventing road-traffic accidents. In the first place, the greatest attention must be given to the instruction of drivers of motor-vehicles. Hence most States have a compulsory test for all motorists and also, at least, for drivers of heavy motor-cycles.

As regards the other road-users — in particular, pedestrians and cyclists — who are not required to pass any test of their knowledge of traffic rules, their education must be effected in another way — for example, by the distribution of pamphlets, by lectures and films, and by articles and notices published in the Press. In many places excellent results have been obtained by means of "traffic weeks", during which the police carry out systematic surveys, sometimes in collaboration with road-users' associations, and give instructions and sometimes warnings to road-users who are, or pretend to be, ignorant of traffic rules.

Further, it is of the utmost importance that the younger generation should be trained to meet the requirements that are now imposed by road traffic. The object is to save children from accidents as pedestrians and also to instil a rational road-traffic training as soon as possible in school-children, who will be the cyclists, motor-cyclists, motorists, etc., of the future.

For this purpose, the most effective means is undoubtedly to make instruction in traffic rules compulsory throughout the period of school education. If such training is to be profitable, it will have to be given in a systematic way, with the use of material adapted to the age of the pupils. The most important point is to create a new mental attitude towards traffic. The aim should be to make every individual strive to avoid breaking the elementary traffic rules, just as he would avoid committing any other kind of offence.

IV. POLICE CONTROL OF ROAD TRAFFIC.

One radical measure that could be put into effect at once to increase traffic safety would be to establish widespread police inspection of road traffic, in order to track down a large proportion of the breaches of the regulations that endanger road safety. The most effective survey, particularly in the open country, is that effected by motor police. The traffic police should have a sufficient number of motor-vehicles to enable them to organise a system of flying patrols.

For this purpose, the authorities must, as far as possible, not allow themselves to be held back by financial considerations. The number of victims of traffic accidents, be it remembered, fully justifies the extra expenses, even if they are very heavy, incurred by the traffic police.

The responsible heads of this police must accustom their men to endeavour to carry out all the work entrusted to them, but particularly the control of road traffic from the point of view of the campaign against accidents. Only in this way will they succeed in training their men to give their full attention to breaches of the rules which really affect traffic safety. Such control must never pass over any serious infringement of traffic safety rules. Drivers are guilty of the most serious breaches: they pass vehicles at blind spots, particularly burnings; they take corners wrongly; they drive too fast for the road and traffic conditions; and they drive in a state of intoxication. The control of the use of lights is also very important.

CONCLUSIONS.

1. For pedestrians and cyclists, traffic regulations should be issued which, if observed, will afford the most effective protection, always provided that the traffic regulations necessary for the other classes of road-users are not only enacted but are also strictly enforced.

2. The different classes of road-users, particularly pedestrians and cyclists, must be separated as far as possible on the lines laid down in Chapter II.

3. The greatest attention should be given to the training of all road-users. The systematic application of the principles laid down in Chapter III will undoubtedly help very greatly to increase traffic safety, though of course it must be realised that the particular purpose of the teaching of traffic rules in schools will not be fully attained for a very long time to come.

4. The most radical means that can be put into effect at once to increase road-traffic safety consists in strict police survey, particularly by motor police, over all road-users, in order to detect a large proportion of the breaches of the rules affecting road safety.

* * *

If all road-users without exception showed each other the courtesy which is a duty incumbent upon members of society as such, it would certainly not be necessary to issue so many traffic regulations.

ANNEX 6.

C.C.T./C.R.130.
January 7th, 1938.

REPORT ON THE SAFETY OF PEDESTRIANS AND CYCLISTS submitted by M. Axel VALSINGER on October 16th, 1937.

[Translation from the Swedish.]

The Permanent Committee on Road Traffic, at its eleventh session, held at Geneva from July 5th to 8th, 1937, decided, as stated in the report on that session, under item XIII: "Various Questions: Safety of Pedestrians" (document C.322.M.217.1937.VIII), to appoint two rapporteurs, — M. Valsinger and M. Rothmund, — to submit definite proposals in good time for the next session, the former as regards pedestrians in towns, and the second as regards pedestrians in the open country; at the same time, the Committee decided that the study entrusted to the rapporteurs should also apply to cyclists.

At its twentieth session, held at Geneva from August 31st to September 4th, 1937, the Advisory and Technical Committee for Communications and Transit, as will be seen from the records of the said session under item X, 13: "Various Questions: Safety of Pedestrians" (document C.380.M.256.1937.VIII), noted the action taken by the Permanent Committee with a view to resuming the study of the safety of pedestrians. The Committee having, on the suggestion of Mr. Keane, recommended that the two rapporteurs appointed by the Permanent Committee should get into touch with the organisations engaged in protecting the rights of pedestrians, the Secretariat, in order to assist the rapporteurs, got into touch with such organisations, particularly with the "Ligue pour la sécurité des routes et la défense de la circulation pedestre" (Belgium) and the Pedestrians' Association (London), and obtained from them and forwarded to the rapporteurs publications which might be of interest to the latter. In accordance with the task entrusted to me, I have the honour to submit the following report:

* * *

In preparing the present report, it has hardly been possible to make the suggested distinction between town and open country, and, accordingly, I have had to deal in a general way with the whole problem of the safety of two groups of road-users — pedestrians and cyclists.

Examination of the Problem by the Permanent Committee.

When last the Committee — at its eighth session, held at Geneva from May 29th to June 1st, 1933 — dealt with the problem of the safety of pedestrians, and decided to postpone its examination to a forthcoming session, it had already had an opportunity of noting the results of the Secretariat's enquiries into the question. Those results are set forth in Annex XIII (pages 33-37) of the report on the eighth session.¹

¹ Document C.384.M.192.1933.VIII.

Information previously obtained from Certain Countries.

That annex contains information obtained from certain countries — France, Italy, the Netherlands, Germany and Austria — with regard to regulations and provisions for the safety of pedestrians, their rights and obligations, the various systems of indicating the presence of pedestrian-crossings, etc.

Supplementary Information derived from the Swedish Road Traffic Code.

I beg further to complete the information which has been collected by supplying the corresponding information concerning Sweden. The relevant provisions contained in the Swedish Road Traffic Code of October 23rd, 1936 (which came into force on January 1st, 1937) are set forth below.

It must first be stated that, in the Swedish Road Traffic Code, the term "road" is understood to mean "a public road or street or other public place open to public traffic", and the term "road-user" is understood to mean "any person who drives a vehicle or rides or leads an animal or who goes on skis or on foot on a road".

Provisions concerning All Road-users.

The Swedish Code contains the following provisions applicable to all road-users :

"Every road-user must observe all the care and vigilance which circumstances may require for the purpose of avoiding accidents. He must show every consideration for other road-users, and also for those who reside in the road and for those who are using the road for any other reason. He must comply with the instructions of the police in respect of traffic and must stop when a police-officer signals to him to do so."

Pedestrian-crossings.

Among the provisions of the Code concerning road-users other than pedestrians, the following should be noted : "Drivers of vehicles, when approaching a pedestrian-crossing which is not policed and which is clearly marked, must reduce speed so as to ensure that the vehicle can be stopped before the crossing to let pedestrians pass". Further, "road-users other than pedestrians must comply with the instructions given by means of notice-boards, warning signs or signals placed on the road for the regulation of traffic".

Special Provisions concerning Pedestrians.

The Swedish Code contains the following special provisions concerning pedestrians :

"Where there are special footpaths (pavements), pedestrians must use them. If there are footpaths (pavements) on both sides of the road, pedestrians should preferably use that on the right-hand side.¹ If there are none, pedestrians should preferably keep to the right-hand side of the road."¹

"Should they meet on the footpath (pavement), pedestrians must keep to the left."¹

"If there is a cycle-track, but no footpath (pavement), the cycle-track may also be used by pedestrians."

"Pedestrians must take particular care, when entering upon the carriage-way or when upon a road-crossing, not to cause hindrance or difficulty to vehicular traffic by remaining unnecessarily upon the carriage-way, or by any other means; and, when a vehicle approaches, they must keep to the side of the road and let the vehicle pass."

"When crossing the road, pedestrians must use the crossings, if there are any, reserved for them."

"Pedestrians must pay attention to the notice-boards, warning signs and signals placed on the road for the regulation of traffic."

Special Provisions concerning Cyclists.

The Swedish Road Traffic Code contains the following special provisions concerning cyclists :

"Bicycles must be fitted with a bell or other suitable warning device."

"When bicycles are ridden at night, they must be fitted with a white, bluish or yellow headlight and with a red rear reflector."

"Two or more persons may not ride at the same time on a bicycle intended for one person only; nevertheless, if the bicycle is specially adapted for that purpose, a person over 15 years of age may take with him a child of less than 10 years on such a bicycle."

"Cyclists must keep both feet on the pedals and at least one hand on the handle-bars. In thickly populated districts, cyclists may not have their bicycles towed by other vehicles."

"Cyclists must use cycle-tracks where such tracks exist."

"On the road, two or more cyclists may not ride side by side when the road is not visible for a sufficient distance ahead, or when a motor or animal-drawn vehicle is approaching."

¹ In Sweden, it will be remembered, traffic keeps to the left.

Indication of Pedestrian-crossings.

As stated above, the Swedish Road Traffic Code of October 23rd, 1936, which is at present in force, contains the following provision :

" Drivers of vehicles, when approaching a pedestrian-crossing which is not policed and which is clearly marked, must reduce speed so as to ensure that the vehicle can be stopped before the crossing to let pedestrians pass." Hence, in order that the pedestrian-crossings may be respected by other road-users, as laid down by the Code, they must be clearly marked. Obviously, therefore, it is not sufficient for such passages to be marked on each side by a line; their presence must also be indicated by a special sign.

Road Signs for Pedestrian-crossings.

The question of the establishment of a uniform system of signs for pedestrian-crossings and special signs to be introduced for that purpose thus arises in Sweden by very reason of the legislation at present in force.

The International Convention of March 30th, 1931, concerning the Unification of Road Signals, does not contain any international provisions applicable in this matter, nor does it appear that other countries have adopted a uniform system which might be considered as a basis for any future international regulations.

As already mentioned, it is not sufficient to mark crossings by lines without at the same time indicating their presence by means of special signs. Further, mere indication by a road sign is not sufficient in streets where there is heavy traffic.

Combination of Road Signs and Lines.

For the particular purpose of pedestrian traffic, therefore, a combination of road signs and of lines for the purpose of marking pedestrian-crossings is to be recommended. The experiments made at Stockholm have shown that pedestrian traffic concentrates on crossings thus marked, to the great convenience of other classes of traffic and particularly of fast motor-vehicles.

Special Protective Barriers.

In streets and squares which have heavy traffic, it has been found desirable, and sometimes even indispensable, particularly from the point of view of traffic safety, to set up on the edge of the pavements special protective barriers (at Stockholm, they are reconstructed of galvanised-iron tubing, with horizontal bars half-way up), which prevent pedestrians from crossing the road anywhere they please and guide them towards the crossings specially provided for them. According to the experiments made in Stockholm, the rule for the marking of pedestrian-crossings should be that such crossings should be indicated, first, by special road signs and, secondly, if it can conveniently be done, by lines drawn on the surface of the road marking the boundaries of the crossing. Pedestrian-crossings might therefore be marked in two ways, either — in most cases — by a combination of road signs and lines or — in special cases — by road signs alone.

Accordingly, it may be suggested that for this purpose there should be a special road sign, the appearance of which should be previously decided upon with due reference to the following considerations : the signs should have a shape sufficiently characteristic to enable the driver of a vehicle to recognise it at a distance without his requiring to read any written instructions given upon it and to enable it to be used either with or without lighting.

Examination of the Various Proposals concerning such a Road Sign.

A number of proposals for such road signs have been considered, among which the following should be mentioned :

(1) A Swedish town-planning association has proposed that pedestrian-crossings should be indicated by a triangular warning sign, underneath which there would be a special rectangular board marked "For pedestrians"; the association suggests that such a sign should be placed in the immediate proximity of the crossing of which warning is to be given. The objection to this proposal is that the sign could not be approved because it is contrary to the international regulations both to use warning signs for this purpose and to place warning signs in the immediate proximity of a "danger spot".

(2) The "Swedish National Association for the Increase of Traffic Safety" has proposed a road signal consisting of a yellow glass lamp in the form of a parallelepiped, marked "Crossing" in black letters on both sides. Objection has been raised to this proposal on the ground that the signal would not be characteristic in shape and could not easily be used without lighting.

(3) At Gothenburg, pedestrian-crossings have for some time been marked by lighted beacons placed on both sides of a refuge in the middle of the carriage-way. This system does not seem feasible as a basis for a uniform system of pedestrian-crossing signs, both because it would certainly be very expensive and because it would be used only at places where the street was wide enough to allow a refuge to be placed in the middle of the carriage-way.

(4) In Stockholm, since 1936, the experiment has been made of setting up signs consisting of a yellow rectangular board, with black borders marked "Crossing-place". Immediately above the board, there is a light similar to that used for the illumination of boards showing motor-bus stopping-places. The adoption of this sign, however, has not been thought possible for pedestrian-crossings, since at places where circumstances did not permit the placing of lights above such signs they would hardly be distinguishable, either in shape or in colour, from indicating the purpose of a road (*e.g.*, a riding-path, footpath, etc.).

(5) At Stockholm, experiments have been made for some time past with a sign which, according to the information available, is somewhat similar to the system adopted in England. The sign consists of a post painted black and yellow, having above it a fairly large yellow globe, and a yellow rectangular board, with a black edge, containing the word "Crossing". The globe at the top of the sign, which has been adopted as an experiment, is either of metal coated with yellow enamel or of glass with internal lighting.

This last proposal is regarded in Sweden as best meeting the requirements for signs of this kind. The globe at the top makes the sign clearly distinguishable from other road signs and is visible from a distance both by pedestrians and by drivers of vehicles. The notice-board placed under the globe gives adequate information as to the meaning of the sign, even to pedestrians not fully aware of the purpose of such signs. The sign can be electrically lighted without any change in its shape or appearance.

Marking of the Crossing-place on the Road.

It would seem that the crossing should, as a general rule, be marked on the roadway itself by means of two parallel lines. The colour of the lines should be in sharp contrast to that of the surface of the road. In most cases, yellow has been found to be the most practical colour; if, however, the colour of the road-surface is such that a yellow line would not be clearly visible, the lines must be of another colour. The experiments carried out in Stockholm have shown that the lines should be at least 15 centimetres in width, and that the distance between them should be not less than 2.50 metres or more than 4 metres.

The provision mentioned above connected with "clearly marked unpoliced pedestrian-crossings" should be taken to imply that signs need not be provided at pedestrian-crossings where traffic is controlled by light signals, by a traffic policeman or by some similar system. Probably, however, there are not many places either in Sweden or in other countries where traffic is so regulated uninterruptedly both by day and by night. At places where a need has been felt for special crossings for pedestrians, even at times when traffic is not controlled, such crossings would have to be marked in the manner provided for uncontrolled crossings; but at places where traffic is controlled by light and colour signals following each other in a given order¹ (red, yellow, green), it would seem undesirable that the yellow globe should be lighted during the hours when the traffic signals are in operation. At places where the globe at the top of the sign cannot conveniently be fitted with internal electric lighting, the visibility of the signal in the dark may be increased by painting the globe or board with reflecting enamel or by reflecting devices (glass reflectors) on the post.

The Committee has been already informed² that, on January 22nd, 1937, Sweden issued a decree concerning road signs. Draft regulations concerning pedestrian-crossing signs have been prepared as an addendum to the decree, and these regulations will be dealt with in another paragraph. Their provisions are broadly as follows:

Swedish Regulations.

Crossings reserved for pedestrians must be provided with a road sign as described below, and must be indicated, as far as possible, by lines drawn on the carriage-way or by light beacons placed on a refuge, or, if necessary, by both systems combined.

The road signs will consist of a notice-board, a globe and a pole.

The notice-board must be rectangular in shape, 16 centimetres in height and 40 centimetres in width. It must bear the word "crossing" on both sides. It must be yellow in colour, with a black border. The lettering on both sides must be in black.

The globe surmounting the sign must be yellow, spherical in form and 30 centimetres in diameter.

The post on which the notice-board and the globe are fixed must be painted in black and yellow stripes approximately 30 centimetres wide.

The sign must be placed on the pavement on the left-hand side of the road³ in relation to the direction of vehicular traffic, and immediately before the crossing. The board must be so placed that its lower edge is about 2 metres above the pavement. The globe must be so fixed that its lower extremity is about 5 centimetres above the upper edge of the notice-board.

¹ See documents C.463, M.246, 1935, VIII, pages 2 to 4; C.458, M.240, 1935, VIII, page 29; Annex 1 to document C.322, M.217, 1937, VIII.

² See Annex 1 to document C.322, M.217, 1937, VIII.

³ In Sweden, it will be remembered, traffic keeps to the left.

The lines marking the crossing must be 15 centimetres wide and yellow in colour, unless local conditions require another colour. The distance between the lines must not be less than 2.50 metres or more than 4 metres.

Light beacons marking pedestrian-crossings must be painted yellow and black and must be lighted at night by a fixed yellow lamp giving direct or reflected light.

At crossings where the pedestrian and vehicular traffic is heavy, the globe surmounting the signal may be lighted internally in such a way as to show a yellow light at night; but the globe must not be lighted during hours at which traffic at pedestrian-crossings is controlled by light signals.

This summary constitutes a proposal for the establishment of a uniform system of indicating pedestrian-crossings and the adoption of a special sign for that purpose, which, as I have already shown, is implicitly required by the legislation at present in force in Sweden. This proposal, however, affects only one aspect of the problem of the safety of pedestrians, whereas my task includes the problems both of the safety of pedestrians and of that of cyclists.

Statistics of Accidents: Information in brief.

In order to throw as much light as possible upon all the aspects of the problem, I beg to submit the following considerations: May I first recall the fact that at the eleventh session of the Committee at Geneva, during the discussion of the problem of unification of statistics of road accidents — one of the items on the agenda — I supplied brief particulars of the most recent statistics of motoring accidents in Sweden. Thus, in 1935, the number of motoring accidents in Sweden was 10,820: 4,641 in the open country and 6,179 in towns, of which 2,531 occurred in the capital; as regards the consequences, 312 accidents were fatal, 3,989 involved personal injuries and 6,519 involved material damage. As regards causes, 65.6% of these accidents were due to the manner of driving¹ or to the condition² of the driver of the motor-vehicle; as to the nature of the accidents, 33.9% were due to collisions between vehicles and 45.4% to collisions of vehicles with stationary objects. As regards the nature of the vehicles involved, 10.4% of the accidents were caused by collisions between motor-vehicles (including motor-cycles) and pedestrians, 21.7% by collisions between motor-vehicles and bicycles, and 2.2% by collisions between motor-vehicles and other road-users such as horse-riders, skiers, etc.

Extract from the Report of Major Cook, Roads Department, Ministry of Transport of the United Kingdom.

The available statistics of road-traffic accidents both in Sweden and in other countries speak for themselves and must be held to confirm the conclusions submitted, on the one hand, by Major Cook, Chief Engineer, Roads Department, Ministry of Transport of the United Kingdom, in a report published in *The Surveyor*, of November 1936, and, on the other, by the Swedish Committee of Bridge and Road Experts, appointed in 1931, of which I was a member. On June 7th, 1934, that Committee prepared a memorandum on the technical and economic measures to be taken in respect of roads. I venture to refer to the following passages in Major Cook's report:

"(1) The overwhelming majority of road accidents are due to the personal element and occur in circumstances for which the road-user is primarily responsible.

"(2) The main contributory cause is the use of roads at one and the same time by mechanically propelled vehicles, horse-drawn vehicles, pedal-cyclists and pedestrians.

"(3) The principal destructive agent is the mechanically propelled vehicle, and the most effective safeguard to other road-users lies in the provision of motor-ways for its exclusive use.

"(4) Failing motor-ways, provision should be made for the *segregation of traffic into separate streams*, for:

"(a) Mechanically propelled vehicles,

"(b) Pedal-cyclists, and

"(c) Pedestrians.

"Separate provision for horse-drawn vehicles could rarely be justified.

"(5) Consideration should be given to the provision of dual carriage-ways where more than two traffic lanes are necessary."

Extract from the Memorandum of the Swedish Committee.

In its report, the Swedish Committee referred to above makes under the heading "Division of Traffic" the following observations, which are applicable also to other countries: It is customary in Sweden for one and the same road to be used by all classes of traffic — that is to say, for motor-vehicles, horse-drawn vehicles, pedestrians, cyclists and horse-riders. When the traffic is very heavy, such a state of things obviously affects traffic safety.

¹ For instance — excessive speed, negligence, failure to dim headlights when passing other vehicles, etc.

² Lack of experience, intoxication, etc.

The speed of motor-vehicles on the road causes inconvenience to *pedestrians*, who are in constant danger. The least inadvertence on the part of a driver of a motor-vehicle may lead to an accident, just as absent-mindedness on the part of a pedestrian may prove fatal to him. School-children are particularly in danger when they are going to school. When the road is muddy, pedestrians are liable to be splashed by the wheels of motor-vehicles. *Cyclists* are exposed to the greatest danger on roads where there is no cycle-track.

Separation of the Different Classes of Traffic.

When the volume of traffic reaches a certain point, the safety and comfort of road-users can be ensured only by providing separate ways for the various classes of traffic, one being specially allotted to vehicles and another to pedestrians, while, if necessary, special tracks may be set apart for cyclists and horse-riders. The same track might sometimes be used by both pedestrians and cyclists. Such a division of traffic would benefit all classes of road-users. The distribution of traffic into separate roads has advantages even as regards transport capacity of motor-vehicles. The essential characteristic of modern motor traffic in relation to other kinds of road traffic is speed. If a rational use of motor traffic is to be made, this characteristic must be utilised as far as possible. When the road is available for all classes of road-users, the speed of motor traffic must be reduced for the sake of general safety, with a resultant reduction in the transport capacity of motor-vehicles.

The division of traffic into separate roads is also rational from the point of view of road construction and upkeep. Heavy and fast motor traffic admittedly requires a more costly road surface than pedestrian, cyclist or horse traffic, which only require a comparatively inexpensive road surface. Hence it is not rational to provide the same road surface for all classes of traffic. Furthermore, pavements and cycle-tracks do not require to be as carefully cambered as a main road, and accordingly they do not require as much levelling and embanking, but may follow the natural configuration of the ground more closely. They might therefore be transferred to the side of the carriage-way and, if necessary, on the further side of the ditches. The farther away tracks for pedestrians and cyclists are from the main road, the better from the point of view of traffic safety and convenience.

Furthermore, the passage of horse-riders may damage certain types of road surface; and for this reason, too, a special track is desirable for this class of traffic.

The division of traffic should be effected first by separating vehicular from pedestrian traffic and then by separating it from cyclist and, lastly, from horse-riding traffic. In this respect, the following desiderata should be laid down:

Footpaths (Pavements).

(1) Footpaths (pavements) (one or two) should be laid wherever there are continuous buildings at the roadside, in front of schools, at motor-bus stops, at places where the public meets regularly, and over sections of road on which there is much regular pedestrian traffic — for instance, between built-up areas and railway-stations, etc.

Cycle-tracks.

(2) In the neighbourhood of towns and built-up areas, it would be desirable to provide cycle-tracks; in any case, provision should be made for the subsequent construction of such tracks and the necessary land should be set aside for the purpose. In general, cycle-tracks are necessary, first, along roads leading to built-up areas and on roads habitually used by the population in going to and coming from work — that is to say, normally over a distance of not more than ten kilometres from the built-up area — and, further, cycle-tracks should be provided wherever traffic is particularly dense — for instance, between built-up areas and seaside resorts or other places much frequented for excursions, between built-up areas and factories, etc.

When the daily traffic normally exceeds 500 for bicycles and 300 for vehicles, the provision of special tracks for cyclists is fully justified. This rule may serve as a criterion in other cases.

Tracks for Horse-riders.

(3) Tracks should be provided for horse-riders in the neighbourhood of large towns and military establishments, as required by the circumstances of each individual case.

Dual Carriage-ways: One in Each Direction.

(4) Division of vehicular traffic between two roads. A fresh step towards a rational division of traffic would be to divide vehicular traffic between dual carriage-ways, one in each direction.

The ensuing advantages in respect of motor traffic are obvious, since traffic safety would be greatly increased. Such a means would automatically improve traffic control; there would be no risk of collision with vehicles running in opposite directions and less risk in overtaking.

There would be less inconvenience and risk of dazzle from the headlights of vehicles passing each other in opposite directions in the dark. The two roads need not be on the same level, so that where the ground sloped there would be less embanking to do than for the building of a single road as wide as the two roads combined. Nevertheless, as a rule, the doubling of roads adds to expenditure. The construction of particularly wide roads where traffic is heavy is not an effective method. It does not increase traffic capacity to an extent proportionate to the widening of the road, because drivers of vehicles tend to keep to the middle of the road as far as possible. Furthermore, very wide roads are particularly dangerous for pedestrians to cross.

Hence this division of vehicular traffic would have considerable advantages. On the other hand, it would, as a rule, be very expensive, on account of the major construction work and the consequent loss of land. Accordingly, such doubling of roads could be carried out in Sweden only in certain cases — for instance, when, by reason of the configuration of the ground or the existence of buildings, heavy expenditure would be necessitated to widen a road on the same level. Thus sometimes, when roads are to be rebuilt, such a measure would be justified. Similarly, it might sometimes usefully be employed for the construction of main roads carrying particularly heavy traffic or for the construction of approaches to large towns.

Unification of Statistics of Road Traffic Accidents.

I have given above certain particulars of Swedish statistics of motor traffic accidents. At its eleventh session, the Committee adopted a resolution concerning the unification of statistics of road traffic accidents, and this question has been placed on the agenda of the eighth International Road Congress, which is to be held at The Hague in 1938 — a circumstance that shows the immediate importance of the problem we are studying.

It is also beyond question that the number of traffic accidents, as is shown by the existing statistics, is very high, indeed alarmingly high. In fact, the figures show that a number of human beings are quite needlessly killed or more or less seriously maimed, and a large quantity of material is destroyed; and the realisation of such facts impels the question how far the sacrifices to modern road traffic demands are to go.

What can be done?

The only Rational Solution.

The division of traffic with separate roads for the various classes of road-users, in accordance with the desiderata and suggestions set forth above, undoubtedly affords the only rational solution, particularly from the point of view of traffic safety.

Nevertheless, mainly on account of the expenditure it involves, such a division of traffic can be carried out only to a very limited extent. Hence it must, certainly be assumed, on financial and practical grounds, that most main roads, both in Sweden and elsewhere, will not, in the best circumstances, be provided in any foreseeable future with tracks specially equipped for the various classes of traffic. The different groups of road-users will therefore, unfortunately, have to manage as best they can for the common use of streets and highways.

Need for Suitable Training of Road-users.

As, however, it is desired that this should be done without too much friction, without too many accidents and with the maximum of traffic safety, efforts should be made to give suitable training to the various groups of road-users and particularly to the younger generation.

Notwithstanding the lessons of accident statistics, it may be said, so far as Sweden is concerned, that the education of the public in road-sense has been slowly improving during recent years. Traffic, which is daily becoming heavier, is in itself a hard school, which teaches road-users the provisions of the Swedish Road Traffic Code, so far as concerns the care and vigilance they must show in respect of other road-users. Energetic propaganda on the part of the motorists' organisations and the Press has also done much in this respect. Judicious and strict legislation has furthermore attained the important end for which it was designed.

It is obvious that what has just been said with regard to the increasing improvement in the education of road-users does not mean that all is well. Much still remains to be done to make the various groups of road-users realise their duties and their responsibility; but the results which have hitherto been obtained in Sweden are quite encouraging. This progress is due to the judicious work that has been and is now being done by the Swedish National Association for the Increase of Traffic Safety, reference to which has already been made. This Association, which was founded at the end of 1934 and which, by reason of its activities, receives an annual grant of 100,000 crowns from the State, has set itself the task of working for greater traffic safety in Sweden.

Propaganda.

Furthermore, in accordance with its statutes, it endeavours to attain its object primarily by means of *propaganda*, and, for that purpose, its directors collaborate with other associations or private persons who are prepared to work towards the same end.

In the wide field of its general propaganda work to promote traffic safety, the Association, in 1935, devoted itself more particularly to the training of school-children and of the rising generation. In 1936, the chief feature of the Association's work consisted in the measures it took to make the traffic regulations widely known, and by its efforts to secure the co-operation of all towns and as far as possible all rural areas in its work for improving the education of road-users and its campaign against traffic accidents. For this purpose, it has issued several publications, has organised courses and lectures and has set up local committees and organised traffic days throughout the country. As regards its publications, in the summer of 1935, it issued and distributed 400,000 copies of a pamphlet containing advice and information for *cyclists*; in 1936, it issued a propaganda pamphlet—of which 800,000 copies were published—specially intended for *pedestrians* and circulated mainly with the assistance of the communal and school authorities, the child welfare authorities, and the road police in Stockholm and other towns, on the occasion of the road traffic days, etc.

Compulsory Instruction.

Thus the Association regards educational work as one of its principal functions; and it is a task, too, that will derive added importance from the fact that, on November 27th, 1936, the Royal Swedish Government published a circular concerning *compulsory instruction in road traffic matters in schools throughout the Kingdom*. From their very earliest age, the road-users of the future are to be duly initiated into traffic discipline and to be familiarised with their obligations in that respect. Obviously, all the measures taken to arouse public interest in these questions will do much to ensure that, in the future, the various road-users, both drivers of motor-vehicles and others, will be sufficiently acquainted with the important regulations for traffic safety in streets and on roads and will realise the need for traffic discipline and safety.

Summary and Conclusion.

According to my terms of reference from the Committee, I have to submit to it, in good time for its next (twelfth) session, definite proposals with regard to the safety of pedestrians and cyclists.

The proposals I have made in this report may be divided into *three main groups*.

The *first group* includes proposals of an *administrative* character the execution of which would require administrative measures, partly to regulate the various categories of traffic, particularly as regards the rights and obligations of pedestrians and cyclists (pages 28-29), and partly to attain uniformity in respect of signs at pedestrian-crossings (page 30).

The *second group* includes proposals containing information and desiderata of a *technical* character, the execution of which would require measures of a technical character to provide—at least gradually—for the division of traffic, with separate roads for the various classes of road-users (pages 31-33).

The *third group* includes proposals of an *educational* character concerning the need, in the sphere of education and propaganda, for various judicious and systematic activities with a view to engendering a traffic sense in the various groups of road-users, particularly the younger generation, so as to ensure greater traffic safety and avoid road accidents (page 33).

Naturally, it is not claimed that the proposals set forth above constitute definite proposals which could be directly applied internationally, or that they could be universally applied forthwith. I trust, however, that this report will help to make the Committee's task easier when it is called on, as it shortly will be, to discuss the question here dealt with. With this object, in preparing this report, I have also endeavoured to give as clear an analysis as possible of the various factors affecting the solution of a problem which is of exceptional importance and of immediate international interest—that of traffic safety in streets and on roads, and particularly the safety of pedestrians and cyclists.

ANNEX 7.

BRAKING SYSTEMS ON MOTOR-VEHICLES.

EXTRACT FROM A LETTER SENT BY THE CHIEF ENGINEER OF THE MINES DEPARTMENT, PARIS,
TO M. WALCKENAER.

Every motor-vehicle (or motor-vehicle with a trailer) shall be equipped with a braking system which shall include two separate means of operation, both capable of rapid action and so placed as to be capable of being operated by the driver from his seat.

Each of these means of operation must brake an equal number of wheels on either side of the axis of the vehicle (or vehicle with trailer).

The braking systems shall be so designed as :

(1) To enable the driver, by exerting reasonable physical effort on the means of operation, to stop the vehicle, running at an initial speed of v kilometres per hour, over a distance not exceeding, on the flat, $\frac{v^2}{n}$;

(2) In the case of the breakage of any of the parts, liable to fail to function, transmitting the braking effort to the wheels, to continue to transmit the braking effort to a number of wheels carrying collectively at least a third of the total weight of the vehicle (and its trailer, if any), and to allow, in the conditions specified in the preceding paragraph, stoppage of the vehicle over a distance not exceeding, on the flat, $\frac{2v^2}{n}$;

(3) To allow at least one of the means of operation to be secured in the braking position, so as to keep the vehicle at a standstill, even in the absence of the driver, on a slope of $\alpha\%$.

ANNEX 8.

C.C.T./C.R.113(b).
April 6th, 1938.

NEW SIGNS PROHIBITING OVERTAKING AND THE USE OF SOUND WARNING
SIGNALS : ACTION TAKEN ON THE RECOMMENDATION ADOPTED BY
THE COMMITTEE AT ITS TENTH SESSION.

SUMMARY OF REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER No. 69,1936, VIII.¹

Hungary.

September 8th, 1937.

The Hungarian Government proposes to give effect to the Committee's recommendation regarding signs prohibiting overtaking and the use of sound warning signals so far as may be necessary for purposes of road traffic.

ANNEX 9.

C.C.T./C.R.134 and 134(a).
April 8th, 1938.

" WAITING PROHIBITED " OR " PARKING PROHIBITED " SIGNS.

Note by the Secretariat.

By Circular Letter No. 24,1938, VIII, of February 21st, 1938, the Secretary-General of the League of Nations communicated to the States parties to the 1931 Convention on the Unification of Road Signals, and to States which can accede thereto, the text of the recommendation adopted by the Committee and approved by the Committee for Communications and Transit in regard to the " Waiting prohibited " or " Parking prohibited " signs, at the same time requesting them to inform him before August 15th, 1938, of such action as they might have taken on the recommendation.

¹ Addendum to Annex 2 of the Committee's report on its eleventh session (document C.322.M.217.1937, VIII, page 15).

The following summary of the replies received is communicated to the Committee for information:

SUMMARY OF REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER No. 24.1938. VIII.

Egypt.

March 17th, 1938.

The Ministry has transmitted the recommendation in regard to road signals to the competent authorities for necessary action.

Monaco.

March 17th, 1938.

In compliance with the desire of the Communications and Transit Committee, the proposed action concerning the "Waiting prohibited" or "Parking prohibited" signs will be applied in the Principality at the earliest possible date.

Norway.

April 7th, 1938.

The Norwegian Government has no observations to make with regard to the said recommendation.

Portugal.

March 14th, 1938.

The Minister of Public Works approves the Committee's recommendation.

Roumania.

April 13th, 1938.

The Roumanian Government declares its readiness to give effect to the recommendation of the Committee for Communications and Transit in regard to "Waiting prohibited" or "Parking prohibited" signs.

Spain.

April 7th, 1938.

The Ministry for Foreign Affairs has had the recommendation in regard to "Waiting prohibited" or "Parking prohibited" signs studied by the competent Department of the Republic, and considers that the proposal of the Committee for Communications and Transit is acceptable as filling a serious gap in the present system of road signals. The Ministry for Foreign Affairs is definitely in favour of the proposal for certain additions to the two signs in question, in the belief that the proposed additions will serve to indicate clearly and unmistakably the places set aside for parking and waiting, whereas the signs prescribed in the 1931 Convention may not always be free from ambiguity.

The Ministry for Foreign Affairs adds that the Transport Department will issue instructions to the competent authority with a view to the necessary steps being taken for the adoption of the proposed system.

Switzerland.

March 16th, 1938.

The competent Federal authorities have communicated the Committee's recommendation to the several cantonal Governments, requesting them to take it into account in regard to "Waiting prohibited" signs. "Parking prohibited" signs have not been introduced in Switzerland.

ANNEX 10.

C.C.T./C.R.133.

April 6th, 1938.

SIMPLIFICATION OF MOTOR TRAVELLING DOCUMENTS.

Note by the Secretariat.

By Circular Letter No. 25.1938. VIII, dated March 5th, 1938, the Secretary-General of the League of Nations communicated to Members of the League and to non-member States the text of the recommendation adopted by the Committee, and approved by the Committee

for Communications and Transit, concerning the simplification of motor travelling documents and requested them to inform him by August 15th, 1938, of the effect which they have been able to give to this recommendation.

The following summary of replies received is communicated to the Committee for information :

SUMMARY OF REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER No. 25, 1938, VIII.

Liechtenstein.

March 9th, 1938.

The Government of Liechtenstein will adopt the models recommended for the driving-licence and registration card.

Switzerland.

March 24th, 1938.

The competent Federal authorities consider that the adoption of uniform models as suggested is quite feasible. They will therefore raise no objection to the consideration of this question, although the adoption of the models proposed may involve considerable formal amendments in the existing legislation.

The present Swiss permits already correspond in some respects to the models recommended by the Communications and Transit Committee. They are made out in the three official languages of the Confederation, one of which is French. Further, the Federal authorities already recognise national licences for foreign motor-vehicles and their drivers made out only in the national language of the issuing State.

Although the adoption of the models now proposed is less necessary in the case of Switzerland than in that of other countries, the Federal authorities will not insist on retaining the models in use at present. At the same time, before taking action on the recommendation of the Communications and Transit Committee, they wish to know the attitude adopted on this point by the other Governments.

It may be noted, further, that the proposal of the International Association of Recognised Automobile Clubs,¹ which was communicated on November 19th, 1937, to the Chairman of the Permanent Committee on Road Traffic, advocates the adoption of the models recommended by the Communications and Transit Committee. The best plan would accordingly appear to be to stipulate the use of these models in the new international Convention on Motor Traffic which is to replace that of April 24th, 1926.

ANNEX 11.

C.C.T./C.R. 132.

April 6th, 1938.

UNIFICATION OF STATISTICS RELATING TO ROAD TRAFFIC ACCIDENTS.

Note by the Secretariat.

In accordance with the Council's decision of September 16th, 1937, the Secretary-General of the League of Nations communicated to Members of the League and non-member States, by Circular Letter No. 213, 1937, VIII, of December 6th, 1937, a copy of the report of the Committee on the Unification of Statistics relating to Road Traffic Accidents (document C.276.M.179, 1937, VIII and Annex), requesting them on behalf of the Council to draw up their statistics relating to road traffic accidents as far as possible in accordance with the recommendations contained in the report in question and in the tables annexed thereto.

The Secretary-General at the same time requested the Governments to inform him before December 31st, 1940, of any experience they might have gained in the matter and any observations they might see fit to make.

The following summary of the replies received is communicated to the Committee for information :

SUMMARY OF REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER No. 213, 1937, VIII.

Egypt.

December 23rd, 1937.

The Ministry for Foreign Affairs has communicated the Circular Letter to the competent authorities for necessary action.

¹ See Annex 4.

Estonia.

February 9th, 1938.

The competent authorities have decided to comply with the recommendations referred to in Paragraph 3 of the Circular Letter. The police authorities have been instructed to use, from February 1st, 1938, onwards, the statistical form relating to road traffic accidents drawn up in accordance with the Report of the Committee for the Unification of Statistics relating to Road Traffic Accidents.

Guatemala.

January 31st, 1938.

The Secretary for Foreign Affairs has transmitted the Circular Letter and document annexed thereto to the competent authorities of the Guatemalan Government for the preparation of statistics relating to road traffic accidents.

Luxemburg.

February 22nd, 1938.

The statistics relating to road traffic accidents hitherto kept in the Grand-Duchy conform generally to the principles laid down by the Committee for the Unification of Statistics relating to Road Traffic Accidents.

A new form for recording accidents has been prescribed for the purpose of applying, as from January 1st, 1938, practically all the recommendations contained in the Committee's report.

Monaco.

February 22nd, 1938.

No statistics relating to road traffic accidents are kept in Monaco, owing to the special circumstances of the Principality and the smallness of its territory. It has no extensive road system, and serious accidents are extremely rare.

LEAGUE OF NATIONS

C.C.T./C.D.R./3

Geneva, July 29th, 1938.

ORGANISATION FOR COMMUNICATIONS AND TRANSIT.

Committee of Experts for the Codification of Road Law.

Report on the First Session of the Committee
held at Geneva from July 25th to 27th, 1938.

The Committee, the creation of which was recommended by the Committee on Road Traffic (Twelfth Session)* was set up by the Chairman of the Committee for Communications and Transit, under the title "Committee of Experts for the Codification of Road Law". Its members are as follows:

M. WALCKENAER (Chairman), Member of the Committee on Road Traffic;

Mr. BIRCHNELL, Member of the Committee on Road Traffic;

M. HOSTIE, Member of the Legal Committee;

M. ROTHMUND, Member of the Committee on Road Traffic;

M. de SZECHY, Doctor of Laws, Engineer, Technical Adviser to the Royal Hungarian Ministry of Commerce and Communications.

The Committee met at Geneva on July 25th, 26th and 27th, 1938.

After a preliminary exchange of observations on the order in which the work should be carried out in pursuance of the programme outlined by the Committee for Communications and Transit (Twentieth Session)** and the Committee on Road

* Document C.203.M.111.1938.VIII.

** Document C.380.M.256.1937.VIII.

P.T.O.

Traffic (Twelfth Session)*, the Committee decided first to complete and amplify the preliminary work done by the Committee on Road Traffic.

This study was taken up at once and led to important exchanges of observations during the three days of the session. Up to the present, however, it has been possible to deal only with the revision of the 1926 Convention relating to motor traffic. Furthermore, so far as this first subject is concerned, it was clear, in view of the complexity of the questions raised, that, from both the technical and the legal and administrative aspects, certain preliminary studies were necessary, more particularly in regard to the new facilities contemplated in the matter of traffic documents.

For these reasons, the Committee decided to adjourn and to meet again after its members have had an opportunity, each for his own part, to amplify the documentary material.

The Committee also reserves the right to invite, at the proper time, the co-operation of a few international organisations, the representatives of which would be invited to attend the said session for the purpose of giving explanations or advice on specific questions. It is felt that the second session should be held in November next.

While the Committee's studies will be pursued as actively as possible, there is no doubt that the work will take some time.

* Document C.203.M.111.1938.VIII.

SOCIÉTÉ DES NATIONS

R.R.C.T./7.

Genève, le 23 juin 1938.

COMMISSION DES COMMUNICATIONS ET DU TRANSIT

LISTE DES CONVENTIONS, ACCORDS, ETC.,
PLURILATÉRAUX PORTANT SUR DES QUESTIONS DE COMMUNICATIONS
ET DE TRANSIT
(juin 1938)

Cette liste a été établie par le service de documentation de la Section des Communications et du Transit et n'a pas la prétention d'être absolument complète; elle n'est d'ailleurs destinée qu'à l'information des membres de la Commission des Communications et du Transit et de ses Comités permanents.

Afin de faciliter les recherches, les informations concernant les Conventions, etc., énumérées dans la liste, sont complétées par l'indication des Recueils des traités (de la Société des Nations et autres), journaux officiels, etc., contenant les textes en question.

Ce document remplace les listes précédentes (N°R.R.C.T./6, R.R.C.T./6(a), R.R.C.T./6(b), R.R.C.T./6(c)).

LEAGUE OF NATIONS

COMMITTEE FOR COMMUNICATIONS AND TRANSIT

LIST OF MULTILATERAL CONVENTIONS, AGREEMENTS, ETC.,
DEALING WITH QUESTIONS OF COMMUNICATIONS AND TRANSIT.
(June 1938)

This list has been compiled by the Documentation Service of the Communications and Transit Section, and does not claim to be exhaustive; it is intended solely for the information of the members of the Committee for Communications and Transit and its Permanent Committees.

To facilitate research, the information concerning the Conventions, etc. included in the Addendum is completed by reference to the Treaty Series (of the League of Nations and others), Official Journals, etc. in which the texts are published.

This document supersedes the previous lists (N°R.R.C.T./6, R.R.C.T./6(a), R.R.C.T./6(b), R.R.C.T./6(c)).

NAVIGATION AERIENNE - AIR NAVIGATION.

1919 Convention portant réglementation de la navigation aérienne. Paris, le 13 octobre 1919 (en vigueur le 11 juillet 1922).

Convention relating to the regulation of aerial navigation. Paris, October 13th, 1919 (in force July 11th, 1922).

Ratifications ou adhésions - ratifications or accessions:
Argentine, Australie, Autriche, Belgique, Bulgarie, Canada, Danemark, Espagne, Estonie, Finlande, France, Grande-Bretagne, Grèce, Inde, Irak, Irlande, Italie, Japon, Lettonie, Norvège, Nouvelle-Zélande, Pays-Bas, Pérou, Pologne, Portugal, Roumanie, Siam, Suède, Suisse, Tchécoslovaquie, Union Sud-Africaine, Uruguay, Yougoslavie.

(Recueil des Traités S.d.N. XI : 174).

Protocole, signé le 15 juin 1929, relatif à des amendements aux articles 3, 5, 7, 15, 34, 37, 41, 42 et aux clauses finales de la Convention portant réglementation de la navigation aérienne en date du 13 octobre 1919.

Protocol of 15th June 1929 relating to amendments to Articles 3, 5, 7, 15, 34, 37, 41, 42 and to the final clauses of the Convention relating to the regulation of aerial navigation of 13th October 1919.

Ratifications ou adhésions - ratifications or accessions:
Argentine, Australie, Belgique, Bulgarie, Canada, Danemark, Espagne, Finlande, France, Grande-Bretagne, Grèce, Inde, Irak, Irlande, Italie, Japon, Norvège, Nouvelle-Zélande, Pays-Bas, Pérou, Pologne, Portugal, Roumanie, Siam, Suède, Suisse, Tchécoslovaquie, Union Sud-Africaine, Uruguay, Yougoslavie.

(Recueil des Traités S.d.N. CXXXVIII : 418; CXLII : 340).

Protocole, signé le 11 décembre 1929, relatif à des amendements aux articles 30 et 40 de la Convention portant réglementation de la navigation aérienne du 13 octobre 1919.

Protocol of 11th December 1929 relating to amendments to Articles 30 and 40 of the Convention relating to the regulation of aerial navigation of 13th October 1919.

Ratifications ou adhésions - ratifications or accessions:

Argentine, Australie, Belgique, Bulgarie, Canada, Danemark, Espagne, Finlande, France, Grande-Bretagne, Grèce, Inde, Irak, Irlande, Italie, Japon, Norvège, Nouvelle-Zélande, Pays-Bas, Pologne, Portugal, Roumanie, Siam, Suède, Suisse, Tchécoslovaquie, Union Sud-Africaine, Uruguay, Yougoslavie.

(Recueil des Traités S.d.N; CXXXVIII : 427; CXLII : 341).

Protocole, signé le 1er juin 1935, relatif à des amendements aux articles 4, 6, 7, 9, 12, 13, 14, 16, 19, 25, 26, 34, 35, 39 et à l'adjonction d'un nouvel article 25bis à la Convention portant réglementation de la navigation aérienne, en date du 13 octobre 1919.

Protocole of 1st June 1935 relating to amendments to Articles 4, 6, 7, 9, 12, 13, 14, 16, 19, 25, 26, 34, 35, 39 and to the addition of a new Article 25b to the Convention relating to the regulation of aerial navigation of 13th October 1919.

Ratifications ou adhésions - ratifications or accessions:

Bulgarie, Danemark, Finlande, France, Grande-Bretagne, Grèce, Norvège, Nouvelle-Zélande, Pays-Bas, Pologne, Portugal, Suède.

(Cine, Bulletin officiel N° 23 : 168).

Protocole, signé le 1er juin 1935, relatif à des amendements à l'annexe H de la Convention portant réglementation de la navigation aérienne, en date du 13 octobre 1919.

Protocole of 1st June 1935 relating to amendments to Annex H of the Convention relating to the regulation of aerial navigation of 13th October 1919.

Ratifications ou adhésions - ratifications or accessions:

Bulgarie, Danemark, Finlande, France, Grande-Bretagne, Grèce, Norvège, Nouvelle-Zélande, Pays-Bas, Pologne, Portugal, Suède.

(Cine, Bulletin officiel N° 23 : 168).

1927

Accord aéronautique en vue d'assurer l'application de l'article 144 du Traité de St. Germain, comportant un protocole signé à Paris le 27 octobre 1927, avec pièces jointes A, B, C, D et E et annexes Nos 1 à 7 (en vigueur le 18 février 1929).

Agreement on Aerial Navigation with a view to the application of Article 144 of the Treaty of St. Germain, including a protocol signed at Paris on October 27th 1928, with Documents A, B, C, D and E and Annexes Nos 1 to 7 (in force February 18th, 1929).

Ratifications ou adhésions - ratifications or accessions:
L'Autriche et la Conférence des Ambassadeurs, (France,
Grande-Bretagne, Italie, Japon).

(Recueil des Traités S.d.N. CXLVII : 265).

1928

Convention Panaméricaine concernant l'aviation commerciale. La Havane, le 20 février 1928 (en vigueur le 13 juin 1929).

Pan-American Convention on Commercial Aviation. Havana, February 20th 1928 (in force June 13th, 1929).

Ratifications ou adhésions - ratifications or accessions:
Chili, Costa-Rica, Cuba, République Dominicaine, Equateur,
Etats-Unis d'Amérique, Guatemala, Haïti, Honduras, Mexique,
Nicaragua, Panama.

(Recueil des Traités S.d.N. CXXIX : 223).

1929

Convention pour l'unification de certaines règles relatives au transport aérien international. Varsovie, le 12 octobre 1929 (en vigueur le 13 février 1933).

Convention for the unification of certain rules relating to international carriage by air. Warsaw, October 12th, 1929 (in force February 13th, 1933).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Australie, Belgique, Brésil, Danemark, Ville
libre de Dantzig, Espagne, Etats-Unis d'Amérique, Finlande,
France, Grande-Bretagne, Territoires de l'Empire britannique,
Grèce, Hongrie, Inde, Irlande, Italie, Lettonie,
Liechtenstein, Mexique, Norvège, Nouvelle-Zélande, Pays-
Bas (Indes néerlandaises, Surinam et Curaçao compris),
Pologne, Portugal, Rhodésie méridionale, Roumanie, Suède,
Tchécoslovaquie, U.R.S.S., Yougoslavie.

(Recueil des Traités S.d.N. CXXXVII : 11).

1933

Convention sanitaire internationale pour la navigation aérienne. La Haye, le 12 avril 1933 (en vigueur le 1er août 1935).

International Sanitary Convention for Civil Aviation. The Hague, April 12th, 1933 (in force August 1st, 1935).

Ratifications ou adhésions - ratifications or accessions:

Allemagne, Australie, Papoua, Ile de Norfolk, Nouvelle Guinée sous mandat australien, Autriche, Belgique, Bolivie, Brésil, Chili, Egypte, Espagne, Etats-Unis d'Amérique, Grande-Bretagne et Irlande du Nord, Colonies, protectorats et territoires sous mandat britannique, Grèce, Irak, Italie, colonies italiennes, Libérie, Maroc, Monaco, Pays-Bas, Pologne, Rhodésie du Nord, Roumanie, Soudan, Syrie et Liban, Tunisie, Turquie, Union Sud-Africaine.

(Recueil des Traités S.d.N. CLXI : 65).

Convention pour l'unification de certaines règles relatives aux dommages causés par les aéronefs aux tiers .à la surface. Rome, le 29 mai 1933.

Convention for the unification of certain rules relating to damage caused by aircraft to third parties on the surface. Rome, May 29th, 1933.

Ratifications ou adhésions - ratifications or accessions:
Belgique, Espagne, Maroc espagnol, Pologne, Portugal, Roumanie.

(Revue aéronautique intern. N° 8, juin 1933, p. 138 (f);

Journal of air law IV, Oct. 1933 : VIII, July 1937)

Convention pour l'unification de certaines règles relatives à la saisie conservatoire des aéronefs. Rome, le 29 mai 1933 (en vigueur le 12 janvier 1937).

Convention for the unification of certain rules relating to the precautionary attachment of aircraft. Rome, May 29th, 1933 (in force January 12th, 1937).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Belgique, Espagne, Hongrie, Italie, Maroc (zone espagnole), Pays-Bas, Portugal, Roumanie.

(Revue aéronautique intern. N° 8, juin 1933, p. 138 (f);

Journal of Air Law IV, Oct. 1933; VIII, July 1937 (a)).

1935 Convention sur le transit d'avions. Buenos-Aires, le 19 juin 1935.

Convention on the Transit of Aeroplanes. Buenos Aires, June 19th, 1935.

Ratifications ou adhésions - ratifications or accessions:
Chili, Equateur, Mexique, Uruguay.

(Revue aéronautique intern. N° 17, 277-278, sept. 1935).

1936 Convention relative à la réglementation et au développement de la navigation aérienne entre les pays de l'Entente balkanique. 4 janvier 1936.

Convention relating to the regulation and development of aerial navigation between the countries of the Balkan Entente. January 24th, 1936.

Signatures : Grèce, Roumanie, Turquie, Yougoslavie.
(Monitorul oficial 2156-63, 11 mars 1937).

CIRCULATION ROUTIERE - ROAD TRAFFIC.

1926 Convention internationale relative à la circulation automobile. Paris, le 24 avril 1926 (en vigueur le 24 octobre 1930).

International Convention relating to motor traffic. Paris, April 24th 1926 (in force October 24th 1930).

Ratifications ou adhésions - ratifications or accessions:
Union Sud-Africaine, Territoires sous mandat de l'Afrique du Sud-Ouest, Afrique équatoriale française, Afrique occidentale française, Albanie, Algérie, Allemagne, Angola, Argentine, Autriche, Basoutoland, Protectorat du Bechouanaland, Belgique, Bornéo du Nord, Brésil, Bulgarie, Cameroun français, Ceylan, Chili, Congo belge, Cuba, Danemark, Ville libre de Dantzig, Egypte, Espagne, Estonie, Finlande, France, Grande-Bretagne, Colonies, Protectorats et Territoires sous mandat britannique, Gibraltar, Grèce, Guadeloupe, Guyane, Honduras britannique, Hongrie, Inde anglaise, Inde française, Indochine, Irak, Iran, Irlande, Islande, Italie, Colonies et possessions italiennes, Lettonie, Liban, Liechtenstein, Lituanie, Luxembourg, Madagascar, Malte, Maroc, Etats malais fédérés et non-fédérés, Malte, Maroc, Maroc (zone espagnole), Martinique, Ile Maurice, Monaco, Mozambique, Nigéria, Norvège, Nouvelle Calédonie, Etablissements français de l'Océanie, Palestine, Pays-Bas (y compris Indes néerlandaises), Pérou, Pologne, Portugal, Réunion, Rhodésie du Sud, Roumanie, Saint-Martin, Sarre, Seychelles, Siam, Sierra Leone, Protectorat du Somaliland, Côte des Somalis française, Strait Settlements, Suède, Suisse, Surinam et Curaçao, Swaziland, Syrie, Tanger, Tchécoslovaquie, Togo, Territoire de Trensaganu, Trinité et Tobago, Tunisie, Turquie, U.R.S.S., Uruguay, Etat de la Cité du Vatican, Yougoslavie.
(Recueil des Traités S.d.N. CVIII : 125).

Convention internationale relative à la circulation routière. Paris, le 24 avril 1926 (en vigueur le 11 décembre 1929).

International Convention relating to road traffic. Paris, April 24th 1926 (in force December 11th 1929).

Ratifications ou adhésions - ratifications or accessions:
Algérie, Angola, Autriche, Bulgarie, Chili, Cuba, Egypte, Espagne, France, Hongrie, Inde, Irak, Luxembourg, Monaco, Pologne, Portugal, Roumanie, Saint-Martin, Sarre, Syrie et Liban, Uruguay, Etat de la Cité du Vatican, Yougoslavie.

Indochine, Afrique occidentale française, Madagascar, Maroc, Afrique équatoriale française, Togo, Guyane, Martinique, Réunion, Guadeloupe, Nouvelle-Calédonie, Somalie française, Etablissements français de l'Océanie, Tunisie, Cameroun, Tanger.
(Recueil des Traités B.d.N. XCVII : 83).

1930
Convention panaméricaine sur la régulation du trafic automobile. Washington, le 6 octobre 1930.

Pan-American Convention on the Regulation of Automotive Traffic. Washington, October 6th, 1930.

Ratifications ou adhésions - ratifications or accessions:
République Dominicaine, Equateur, Honduras, Mexique, Pérou.
(Treaty Inf. Bulletin, October 1930, 20).

1936
Convention sur la route panaméricaine. Buenos-Aires, le 23 décembre 1936.

Convention on the Pan-American Highway. Buenos Aires, December 23rd, 1936.

Ratifications ou adhésions - ratifications or accessions:
Etats-Unis d'Amérique, Mexique, Nicaragua, El Salvador.
(Revue des lois, décrets et traités de commerce de l'Institut intern. du Commerce, N° 1:20, III, 1938, p. 11(f); American Journal of intern. Law, April 1937 (a)).

CHEMINS DE FER - RAILWAYS.

1870
Convention concernant le chemin de fer du St. Gothard, Berlin et Varzin, le 20 juin 1870.

Convention concerning the St. Gothard railway. Berlin and Varzin. June 20th, 1870.

Signatures : Allemagne du Nord, Italie, Suisse.
(De Martin II, 19, 99 (f)).

1871
Acte pour proroger le délai fixé par les stipulations antérieures pour la subvention du chemin de fer du St. Gothard. Berne, le 27 janvier 1871.

Act prolonging the delay fixed by previous provisions for the financing of a railway over the St. Gothard Pass. Berne, January 28th, 1871.

Signatures : Allemagne du Nord, Italie, Suisse.
(De Martin II, 19, 103 (f)).

Convention pour la construction et pour la subvention d'un chemin de fer par le St-Gothard. Berlin, le 28 octobre 1871 (ratifications échangées le 31 octobre 1871).

Convention for the construction and financing of a railway over the St. Gothard Pass. Berlin, October 28th 1871 (ratifications exchanged October 31st, 1871).

Signatures: Allemagne, Italie, Suisse.

(De Martin II. 19, 103 (f))

1883 Convention concernant les chemins de fer. Vienne, le 9 mai 1883 (ratifications échangées le 23 octobre 1883).

Convention concerning railways. Vienna, May 9th 1883 (ratifications exchanged, October 23rd 1883).

Signatures: Autriche-Hongrie, Bulgarie, Serbie, Turquie.

(De Martin II 19, 103; II 9, 720 (f); Hertslet 4: 3127 (a).)

1886 Protocole final de la Conférence internationale concernant la fermeture des wagons devant passer en douane. Berne, le 15 mai 1886.

Final Protocol of the International Conference concerning the sealing of wagons having to pass through the customs. Berne, May 15th 1886.

Signatures: Allemagne, Autriche-Hongrie, France, Italie. Territoire du Bassin de la Sarre, Suisse.

(De Martin II 22, 42 (f))

1893 Convention sur le transport des marchandises par chemins de fer. Paris, le 9 août 1893 (ratifications échangées le 31 janvier 1894).

Convention on Railway Goods Traffic. Paris, August 9th, 1893 (ratifications exchanged January 31st 1894).

Signatures: Belgique, France, Luxembourg, Pays-Bas.

(De Martin II 22, 472 (f))

1898 Arrangement relatif au transport des marchandises par chemin de fer. Paris, le 24 octobre 1898 (ratifications déposées le 27 décembre 1898).

Arrangement concerning the carriage of goods by rail. Paris, October 24th, 1898 (ratifications deposited December 27th, 1898).

Signatures: Belgique, France, Luxembourg, Pays-Bas.

(De Clerq 21, 439 (f)).

1907 Protocole final de la troisième conférence internationale concernant l'unité technique des chemins de fer concernant la fermeture des wagons devant passer en douane. Berne, le 18 mai 1907.

Final Protocol of the Third International Conference on the Technical Standardisation of Railways, concerning the sealing of wagons having to pass through the customs. Berne, May 18th 1907.

Signatures: Allemagne, Autriche-Hongrie, Belgique, Bulgarie, Danemark, France, Grèce, Italie, Luxembourg, Norvège, Pays-Bas, Pologne, Roumanie, Serbie, Suède, Suisse.

(De Martin II, 3, 878 (r)).

1907 Protocole final de la troisième conférence internationale concernant l'unité technique des chemins de fer. Berne, le 18 mai 1907.

Final Protocol of the Third International Conference on the Technical Standardisation of Railways. Berne, May 18th, 1907.

Signatures: Allemagne, Autriche-Hongrie, Belgique, Bulgarie, Danemark, France, Grèce, Italie, Luxembourg, Norvège, Pays-Bas, Pologne, Roumanie, Russie, Serbie, Suède, Suisse.

(De Martin II, 3, 888 (r)).

1908 Convention de Communications (chemin de fer panaméricain). Washington, le 20 décembre 1907 (ratifiée en février et mars 1908).

Communications Convention (Pan-American railway). Washington, December 20th 1907 (ratified in February and March 1908).

Ratifications ou adhésions - Ratifications or accessions: Costa-Rica, Guatemala, Honduras, Nicaragua et Salvador.

(De Martin III, 3, 135 (r)); British and Foreign state papers 100: 858 (a)).

1909 Convention concernant le chemin de fer du St. Gothard. Berne le 13 octobre 1909 (ratifications échangées le 4 octobre 1913).

Convention concerning the St. Gothard railway. Berne, October 13th 1909 (ratifications exchanged October 4th, 1913).

Signatures: Allemagne, Italie, Suisse.

(De Martin III, 8, 195 (r)).

1912 Protocole final de la commission internationale chargée de l'établissement d'un gabarit passe-partout pour wagons à marchandises et des règles générales déterminant les dimensions transversales des véhicules et des chargements. Berne, le 14 décembre 1912.

Final Protocol of the International Commission set up to establish a universal gauge for goods wagons and general rules fixing cross dimensions of vehicles and loads. Berne, December 14th, 1912.

Ratifications ou adhésions - Ratifications or accessions:
Allemagne, Autriche-Hongrie, Belgique, France, Italie, Norvège, Pays-Bas, Russie, Suisse.

(Lagemans XVIII: 237 (r)).

1923 Accord entre la République d'Autriche, le Royaume de Hongrie, le Royaume d'Italie, le Royaume des Serbes, Croates et Slovènes et la Compagnie des chemins de fer du Sud (Stadbahn) avec l'intervention du Comité représentant les porteurs d'obligations émises par la même compagnie, pour la réorganisation administrative et technique du réseau de la compagnie des chemins de fer du Sud, avec protocole de signature et protocole provisoire. Rome, le 29 mars 1923 (en vigueur).

Agreement between the Republic of Austria, the Kingdom of Hungary, the Kingdom of Italy, the Kingdom of the Serbs, Croats and Slovenes and the Southern Railway Company (Stadbahn), drawn up with the concurrence of the Committee representing the holders of bonds issued by the above Company with a view to the administrative and technical reorganisation of the Southern Railway Company's system, with protocol of signature and provisional protocol. Rome, March 29th, 1923 (in force).

(Recueil des Traités, S.d.N. XXIII, 255)

Convention entre la République d'Autriche, le Royaume de Hongrie, le Royaume d'Italie et le Royaume des Serbes, Croates et Slovènes, pour le règlement du transit et des communications sur le réseau de la Compagnie des chemins de fer Danube-Save-Adriatique (ancienne compagnie des chemins de fer du Sud). Rome, le 29 mars 1923 (en vigueur).

Convention between Austria, Hungary, Italy and the Kingdom of the Serbs, Croats and Slovenes for the regulation of transit and communications on the system of the Danube-Save-Adriatic railway company (formerly the Southern Railway Company). Rome, March 29th, 1923 (in force).

(Recueil des Traités, S.d.N. XXIII, 377.)

1933 Convention internationale concernant le transport de marchandises par chemins de fer. Rome, le 23 novembre 1933.

International Convention on the Transport of Goods by Rail. Rome, November 23rd 1933.

Ratifications ou adhésions à Ratifications or accessions:

Allemagne, Autriche, Belgique, Danemark, Ville Libre de Dantzig, Estonie, France, Hongrie, Italie, Lettonie, Luxembourg, Norvège, Pays-Bas, Pologne, Roumanie, Suède, Suisse, Tchécoslovaquie, Yougoslavie.

(Bulletin des transports interna par chemins de fer; No 9, sept. 1934)

Convention internationale concernant le transport des voyageurs et des bagages par chemins de fer. Rome, le 23 novembre 1933.

International Convention on the Transport of Passengers and Luggage by Rail. Rome, November 23rd 1933.

Ratifications ou adhésions - Ratifications or accessions:

Allemagne, Autriche, Belgique, Danemark, Ville Libre de Dantzig, Estonie, France, Hongrie, Italie, Lettonie, Luxembourg, Norvège, Pays-Bas, Pologne, Roumanie, Suède, Suisse, Tchécoslovaquie, Yougoslavie.

(Bulletin des transports intern. par chemins de fer; No 1, janvier 1935)

1934 Accord concernant l'adoption de dispositions pour le transport de marchandises expédiées par chemin de fer, avec lettre de voiture à ordre. Rome, le 31 mars 1934.

Agreement concerning the adoption of special provisions for the transport of goods consigned by rail, with way-bill to order. Rome, March 31st 1934.

Ratifications ou adhésions - Ratifications or accessions:

Espagne, Estonie, Grèce, Hongrie, Italie, Lettonie, Pologne, Tchécoslovaquie, Yougoslavie.

(S.d.N. Document C.133.1935.VII (f,a))

NAVIGATION INTERIEURE - INLAND NAVIGATION

1857 Traité relatif à la frontière de Bessarabie et au Delta du Danube. Paris, le 19 juin 1857 (ratifications échangées le 31 décembre 1857).

Treaty relative to the frontier in Bessarabia and the Delta of the Danube. Paris, June 19th 1857 (ratifications exchanged December 31st, 1857).

Signatures: Autriche, France, Grande-Bretagne, Prusse, Russie Sardaigne, Turquie.

(De Martin II, Ib, II (f)).

1865 Acte public et règlement de la Commission Européenne du Danube relatifs à la navigation des embouchures du Danube. Galatz, le 2 novembre 1865.

Public Act and regulations of the European Commission of the Danube relative to the navigation of the mouths of the Danube. Galatz, November 2nd 1865.

Signatures: Autriche-Hongrie, France, Grande-Bretagne, Italie, Prusse, Russie, Turquie.

(De Martin I, 18, 144(f); British and foreign state papers 55:93(a)).

1866 Acte concernant la navigation du Pruth. Bucarest, le 3/15 décembre 1866.

Act concerning the navigation of the River Pruth. Bucarest, December 3/15 1866.

Signatures: Autriche, Principautés Unies, Russie.

(De Martin I, 20, 296(f) Hertslot 3:1789(a)).

Protocole de Conférence sanctionnant l'Acte public relatif à la navigation du Danube, du 2 novembre 1865. Paris, le 28 mars 1866.

Protocol of Conference sanctioning the Public Act of November 2nd 1865 on the navigation of the Danube. Paris, March 28th, 1866.

Signatures: Autriche, France, Grande-Bretagne, Italie, Prusse.

(British and foreign state papers 56:624(a)).

1867 Règlement international pour la navigation du lac de Constance suivi d'un protocole final. Bregenz, le 22 septembre 1867.

International regulations, with Final Protocol, on the navigation of Lake Constance. Bregenz, September 22nd 1867.

Signatures: Autriche, Bade, Bavière, Suisse, Wurtemberg.

(De Martin I. 20, 117 (f)).

1868 Convention révisée pour la navigation du Rhin, suivie d'un protocole de clôture. Mannheim, le 17 octobre 1868 (ratifications échangées le 17 avril 1869).

Revised Convention and Protocol concerning the navigation of the Rhine. Mannheim, October 17th, 1868 (ratifications exchanged April 17th, 1869).

Signatures: Baden, Bavière, France, Hesse, Netherlands, Prussie.

(De Martin I. 20, 355(f); Hertslet 3:1847(a) incomplete)

1871 Traité pour la révision des stipulations du Traité conclu à Paris le 30 mars 1856, relatives à la navigation de la Mer Noire et du Danube. Londres, le 13 mars 1871 (ratifications échangées le 15 mai 1871).

Treaty for the revision of certain stipulations of the Treaty of Paris, March 30th, 1856. (Black Sea and Danube). London, March 13th, 1871 (ratifications exchanged May 15th, 1871).

Signatures: Allemagne, Autriche, France, Grande-Bretagne, Italie, Prusse, Russie, Turquie.

(De Martin I. 18, 303(f); Hertslet 3:1919(a)).

1881 Acte additionnel à l'Acte public de la Commission européenne du Danube du 2 novembre 1865, relatif à la navigation des embouchures du Danube. Galaatz, le 28 mai 1881 (ratifications déposées le 20 mai 1882).

Additional Act to the Public Act of the European Commission of the Danube of November 2nd 1865, relative to the navigation of the mouths of the Danube. Galaatz, May 28th 1881 (ratifications deposited May 20th, 1882).

Signatures: Allemagne, Autriche, France, Grande-Bretagne, Italie, Roumanie, Russie, Turquie.

(De Martin II, 8, 207(f); Hertslet 4:3053(a)).

1883 Déclaration concernant le maintien provisoire de la Commission Européenne du Danube. Londres, le 23 avril 1883.

Declaration concerning the provisional maintenance of the European Commission of the Danube. London, April 23 rd. 1883.

Signatures: Allemagne, Autriche-Hongrie, France, Grande-Bretagne, Italie, Russie, Turquie.

(De Martin II.10, 616(f); Hertslet 4:3125(a)).

Traité relatif à la navigation du Danube, suivi du règlement de navigation, de police fluviale et de surveillance applicable à la partie du Danube située entre les Portes de fer et Braila, Londres, le 10 mars 1883 (ratifié par tous les Etats signataires en 1883).

Treaty relative to the navigation of the Danube, with regulations for the navigation, river police and superintendence applicable to that part of the river situated between the Iron Gates and Braila. London, March 10th, 1883 (ratifications deposited by all signatory Powers in 1883).

Signatures: Allemagne, Autriche-Hongrie, France, Grande-Bretagne, Italie, Russie, Turquie.

(De Martin II.9;392(f); Hertslet 4:3110(a) incomplete).

1885 Acte général de la Conférence de Berlin(4) Acte de navigation du Congo (5) Acte de navigation du Niger.... Berlin, le 26 février 1885. (ratifications déposées le 19 avril 1886).

General Act of the Berlin Conference respecting....(4) navigation of the Congo; (5) navigation of the Niger Berlin, February 26th, 1885 (ratifications deposited April 19th, 1886).

Ratifications ou adhésions - Ratifications or accessions:

Allemagne, Autriche-Hongrie, Belgique, Danemark Espagne, France, Grande-Bretagne, Italie, Pays-Bas, Portugal, Russie, Suède et Norvège, Turquie.

(De Martin II.10:414(f); A.J.I.L. 3:7(a)).

1895 Convention pour la modification de certains articles de la Convention du 15 décembre 1866 concernant la navigation du Pruth, Bucarest, le 2 mars 1895. (ratifications échangées le 3 octobre 1895).

Convention for the modification of certain articles of the Convention of December 15th, 1866 concerning the navigation of the Pruth. Bucharest, March 2nd 1895 (ratifications exchanged October 3rd, 1895).

Signatures: Autriche-Hongrie, Roumanie, Russie.

(De Martin II 34:350 (f)).

Article additionnel à la Convention révisées pour la navigation du Rhin du 17 octobre 1868. Mannheim, le 18 septembre 1895 (ratifications échangées le 27 mai 1898).

Additional Article to the revised Rhine Navigation Act of October 17th, 1868. Mannheim, September 18th 1895 (ratifications exchanged May 27th, 1898).

Signatures: Alsace-Lorraine, Bade, Bavière, Hesse, Pays-Bas, Prusse.

(De Martin II, 3:796(f); British and foreign state papers 87:788(g)).

1898 Convention relative au jaugeage des bateaux de navigation intérieure. Bruxelles, le 4 février 1898 (ratifications déposées le 30 janvier 1899).

Convention on the Measurement of Vessels employed in Inland Navigation. Brussels, February 4th, 1898 (ratifications deposited January 30th 1899).

Signatures: Allemagne, Belgique, France, Pays-Bas.

(De Martin II, 28:733(f)).

1899 Protocole contenant révision du règlement international du 22 septembre 1867 concernant la navigation sur le lac de Constance. Constance, le 8 avril 1899.

Protocol revising the international regulations of September 22nd, 1867 concerning navigation on Lake Constance. Constance, April 8th, 1899.

Signatures: Autriche-Hongrie, Bade, Bavière, Suisse, Wurtemberg.

(De Martin II, 30:306(f)).

1901 Règlement pour l'amélioration du Whangpou (annexe 17 du Protocole final concernant le rétablissement des relations amicales) Pékin, le 7 septembre 1901.

Regulations for improving the course of the Whangpou (Annex 17 of the Final Protocol for the resumption of friendly relations) Peking, September 7th, 1901.

Signatures: Allemagne, Autriche-Hongrie, Belgique, Chine, Espagne, États-Unis d'Amérique, France, Grande-Bretagne, Italie, Japon, Pays-Bas, Russie.

(De Martin II: 32:94(f); Mc Murray I:302(a))

1905 Arrangement concernant la rectification du cours du Whangpou. Pékin, le 27 septembre 1905.

Agreement respecting the Whangpoo Conservancy. Peking, September 27th, 1905.

Signatures: Allemagne, Autriche-Hongrie, Belgique, Chine, Espagne, États-Unis d'Amérique, France, Grande-Bretagne, Italie, Japon, Pays-Bas, Russie.

(De Martin II: 3:685 (f); Malloy 2:2013(a)).

1908 Arrangement supplémentaire à la Convention du 4 février 1898, relative au jaugeage des bateaux de navigation intérieure I.VI.1908.

Declaration containing additional provisions to the Convention signed at Brussels on February 4th, 1898 on the measurement of vessels in inland navigation. June 1st, 1908.

Signatures: Allemagne, Belgique, France, Pays-Bas.

(De Martin III, 4: 270(f)).

1910 Révision des règlements internationaux pour la navigation du lac de Constance. Stuttgart, le 1er janvier 1910.

Revision of the international regulations for the navigation of Lake Constance. Stuttgart, January 1st 1910.

Signatures: Autriche, Bade, Bavière, Suisse, Wurtemberg.

(De Martin III. 3:435(all)).

1912 Arrangement provisoire concernant le Conseil fluvial du Whangpou. Pékin, le 9 avril 1912.

Provisional Arrangement concerning the Whangpoo River Council. Peking, April 9th, 1912.

Signatures: Allemagne, Autriche-Hongrie, Belgique, Chine, Espagne, États-Unis d'Amérique, France, Grande-Bretagne, Italie, Japon, Pays-Bas, Russie.

(Treaties etc. of China I, 347(II)(a).)

1921 Convention et protocole final établissant le statut définitif du Danube, Paris, le 23 juillet 1921 (en vigueur le 1er octobre 1922) Convention, with Final Protocol, instituting the definitive statute of the Danube. Paris, July 23rd, 1921 (in force October 1st, 1922).

Ratifications ou adhésions - ratifications or accessions: Allemagne, Autriche, Belgique, Bulgarie, France, Grande-Bretagne, Grèce, Hongrie, Italie, Roumanie, Tchécoslovaquie, Yougoslavie.
(Recueils des Traités SdM XXVI, 174)

1922 Convention conclue entre les Etats représentés à la Commission centrale pour la navigation du Rhin, relative au régime des patentes des bateliers du Rhin. Strasbourg, le 14 décembre 1922, avec protocole additionnel arrêté signé le 22 décembre 1923 (en vigueur le 8 juillet 1925).

Convention concluded between the States represented on the Central Commission for the Navigation of the Rhine relative to the regulations for Rhine navigation certificates. Strasbourg, December 14th, 1922, with additional protocol appertaining thereto signed December 22nd, 1923 (in force July 8th, 1925).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Belgique, France, Grande-Bretagne, Italie, Pays-Bas, Suisse.

(Recueil des Traités S.d.N., XXXVI, 458)

Acte et protocole final de navigation de l'Elbe. Dresde, le 22 février 1922 (en vigueur le 1er octobre 1923).

Convention, with Final Protocol, instituting the Statute of Navigation of the Elbe. Dresden, February 22nd, 1922 (in force October 1st 1923).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Belgique, France, Grande-Bretagne, Italie, Tchécoslovaquie.

(Recueil des Traités S.d.N. XXVI, 220)

1923 Convention additionnelle à l'acte de navigation de l'Elbe, Prague, le 27 janvier 1923 (en vigueur le 1er avril 1924).

Convention supplementary to the Statute of Navigation of the Elbe. Prague, January 27th, 1923 (in force April 1st, 1924).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Belgique, France, Grande-Bretagne, Italie, Tchécoslovaquie.
(Recueil des Traités, S.d.N. XXVI: 254).

1927 Déclaration relative à la reconnaissance des certificats de jaugeage des bateaux de navigation intérieure. Bruxelles, le 3 mars 1927.

Declaration relating to the recognition of certificates of measurement of vessels employed in inland navigation. Brussels, March 3rd, 1927.

Signatures: Allemagne, Belgique, France, Pays-Bas, Suisse.

(De Martín III, 19:620(f); International legislation 2076(a)).

NAVIGATION MARITIME - MARITIME NAVIGATION.

1841 Convention pour le maintien de la fermeture des détroits (Dardanelles et Bosphore). Londres, le 13 juillet 1841.

Convention respecting the Dardanelles and the Bosphorus, London, July 13 th, 1841.

Signatures: Autriche, France, Grande-Bretagne, Prusse, Russie, Turquie.

(De Martin II, 5:128(f); Hertslet 2:1024(a)).

1856 Convention relative à la clôture des détroits du Bosphore et des Dardanelles. Paris, le 30 mars 1856 (ratifications échangées le 27 avril 1856).

Convention respecting the Straits of the Dardanelles and the Bosphorus. Paris, March 30th, 1856. (ratifications exchanged April 27th, 1856)

Signatures: Autriche, France, Grande-Bretagne, Prusse, Russie, Sardaigne, Turquie.

(De Martin I, 15:782(f); A.J.I.L. 3:114(a)).

1865 Convention pour l'entretien et l'administration du phare du Cap Spartel. Tanger, le 31 mai 1865 (ratifications échangées le 14 février 1867)

Convention concerning the Cape Spartel lighthouse. Tangier, May 31st. 1865. (Ratifications exchanged February 14th, 1867).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Autriche, Belgique, Espagne, France, Grande-Bretagne, Italie, Maroc, Norvège, Pays-Bas, Portugal, Russie, Suède, Etats-Unis.

(De Martin I, 20:350(f)).

1871 Traité pour la révision des stipulations du Traité du 30 mars 1856 relatives à la navigation de la Mer Noire et du Danube. Londres, le 13 mars 1871 (ratifications échangées le 15 mai 1871)

Treaty for the revision of certain stipulations of the Treaty of March 30th, 1856 (Black Sea and Danube). London, March 13th, 1871 (ratifications exchanged May 15th, 1871).

Signatures: Allemagne, Autriche, France, Grande-Bretagne, Italie, Prusse, Russie, Turquie.

(De Martin I, 18:303(f); Hertslet 3:1919(a))

1888 Convention relative à la navigation libre du Canal maritime de Suez. Constantinople, le 29 octobre 1888
(Ratifications déposées le 22 décembre 1888)

Convention respecting the free navigation of the Suez maritime Canal. Constantinople, October 29th, 1888
(Ratifications deposited December 22nd, 1888).

Signatures: Allemagne, Autriche, Hongrie, Espagne, France, Grande-Bretagne, Italie, Pays-Bas, Russie, Turquie.

(De Martin, II, 15:557(f); A.J.I.L. 3:123(a))

1889 Acte final de la Conférence maritime internationale.
Washington, le 31 décembre 1889.

Final Act of the International Marine Conference.
Washington, December 31st, 1889.

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Autriche-Hongrie, Belgique, Brésil, Chili, Chine, Costa-Rica, Danemark, Espagne, États-Unis d'Amérique, France, Grande-Bretagne, Guatemala, Hawaï, Honduras, Italie, Japon, Mexique, Nicaragua, Norvège, Pays-Bas, Portugal, Russie, Siam, Suède, Uruguay, Venezuela.

(British and foreign state papers 81:705(a))

1895 Echange de notes relatives à la rétrocession de la presqu'île de Liao-Toung (Feng-Tien) et à la navigation du détroit de Formose. Tokio, le 18 octobre 1895.

Exchange of notes concerning the cession of the Liao-tung peninsula (Feng-Tien) and the navigation of the Straits of Formosa. Tokio, October 18th, 1895.

Allemagne, France, Japon, Russie.

(Mc Murray I, 53(a))

1907 Convention relative au régime des navires de commerce ennemis au début des hostilités. La Haye, le 18 octobre 1907 (ratifications déposées le 27 novembre 1909).

Convention relating to the status of enemy merchant ships on the outbreak of hostilities. The Hague, October 18th 1907. (ratifications deposited, November 27th 1909).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Autriche-Hongrie, Danemark, Ethiopie, Finlande, Haïti, Mexique, Nicaragua, Pays-Bas, Pologne, Russie, Salvador, Siam, Suède, Suisse.

\$S.d.N. 49.(a et f)).

Convention relative à la transformation des navires de commerce en bâtiments de guerre. La Haye, le 18 octobre 1907. (ratifications déposées le 27 novembre 1909).

Convention relating to the conversion of merchant vessels into warships. The Hague, October 18th 1907 (ratifications deposited November 27th 1909).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Autriche-Hongrie, Danemark, Ethiopie, Finlande, Grande-Bretagne, Haïti, Mexique, Nicaragua, Pays-Bas, Pologne, Russie, Salvador, Siam, Suède, Suisse.

(S.d.N. 70 (a) (a et f)).

1910 Convention pour l'unification de certaines règles en matière d'abordage, suivie d'un protocole de signature. Bruxelles, le 23 septembre 1910 (en vigueur le 1er février 1913).

Convention and Protocol of Signature for the unification of certain rules of law respecting collisions between vessels. Brussels, September 23rd 1910 (in force February 1st 1913).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Argentine, Australie, Autriche-Hongrie, Belgique, Brésil, Canada, Danemark, Ville libre de Dantzig, Erythrée, France, Grande-Bretagne, colonies et protectorats britanniques, Grèce, Italie, Somalie italienne, colonies italiennes, Japon, Lettonie, Mexique, Nicaragua, Norvège, Nouvelle-Zélande, Pays-Bas, Pologne, Portugal, colonies portugaises, Roumanie, Russie, Suède, Terre-Neuve, U.R.S.S., Uruguay.

(Parl. papers Cmd. 6677, 1913 (a et f)).

Convention pour l'unification de certaines règles en matière d'assistance et de sauvetage maritimes, suivie d'un protocole de signature. Bruxelles, le 23 septembre 1910 (en vigueur le 1er février 1913).

Convention and Protocol of Signature for the unification of certain rules of law respecting assistance and salvage at sea. Brussels, September 23rd 1910 (in force February 1st 1913).

Ratifications ou adhésions - ratifications or accessions:
 Allemagne, Argentine, Autriche-Hongrie, Belgique, Brésil, Canada, Danemark, Ville libre de Danzig, Egypte, Espagne, Estonie, Etats-Unis d'Amérique, Finlande, France, Grande-Bretagne, Grèce, Italie, Somalie Italienne, Colonies italiennes, Japon, Lettonie, Mexique, Norvège, Nouvelle-Zélande, Pays-Bas, Pologne, Portugal, Colonies portugaises, Roumanie, Russie, Suède, Terre-Neuve, U.R.S.S., Uruguay, Yougoslavie.

(Parl. papers Cmd. 6677, 1913 (a et f)).

1911 Convention relative à l'établissement du cabotage. Guatemala, le 18 janvier 1911 (en vigueur le 19 mars 1912).

Convention for the establishment of coasting trade. Guatemala, January 18th 1911 (in force March 19th 1912).

Signatures : Costa-Rica, Guatemala, Honduras, Nicaragua, Salvador.

(Col. de Aratados. Guatemala III.461 (esp.)).

1912 Convention relative à l'amélioration des communications maritimes. Managua, le 10 janvier 1912 (en vigueur le 8 février 1912).

Convention for the improvement of communications by sea. Managua January 10th 1912 (in force February 8th 1912).

Signatures : Costa-Rica, Guatemala, Honduras, Nicaragua, Salvador.

(A.J.I.L. 7.36(a)).

1924 Dispositions concernant le port de Memel. (Annexe II de la Convention relative au territoire de Memel). Paris, le 8 mai 1924 (en vigueur le 25 août 1925).

Provisions relating to the port of Memel. (Annex II to the Convention concerning the territory of Memel). Paris, May 8th 1924 (in force August 25th 1925).

Ratifications ou adhésions - ratifications or accessions:
 Empire Britannique, France, Italie, Japon, Lituanie.

(Recueil des Traités S.d.N. XXIX.86).

Convention internationale pour l'unification de certaines règles concernant la limitation de la responsabilité des propriétaires de navires de mer, avec protocole de signature. Bruxelles, le 25 août 1924 (en vigueur le 2 juin 1931).

International Convention and Protocol of Signature for the unification of certain rules relating to the limitation of the liability of owners of seagoing vessels. Brussels, August 25th 1924 (in force June 2nd 1931).

Ratifications ou adhésions - ratifications or accessions:
Belgique, Brésil, Danemark, Espagne, Finlande, France, Hongrie, Monaco, Norvège, Pologne, Portugal.

(Recueil des Traités B.d.N. CXX: 123).

Convention internationale pour l'unification de certaines règles en matière de connaissement, avec protocole de signature. Bruxelles, le 25 août 1924 (en vigueur le 2 juin 1931).

International Convention and Protocol of Signature for the unification of certain rules relating to bills of lading. Brussels, August 25th 1924 (in force June 2nd 1931).

Ratifications ou adhésions - ratifications or accessions:
Belgique, Espagne, États-Unis, France, Grande Bretagne, Dépendances britanniques, Hongrie, Monaco, Pays-Bas, Pologne, Portugal, Roumanie.

(Recueil des Traités S.d.N. CXK : 155).

1926. Convention concernant la navigabilité et l'équipement des navires. Copenhague, le 28 janvier 1926 (en vigueur le 17 juin 1927).

Convention concerning the seaworthiness and equipment of ships. Copenhagen, January 28th 1926. (in force June 17th 1927).

Ratifications ou adhésions - ratifications or accessions:
Danemark et Islande, Finlande, Norvège, Suède.

(Recueil des Traités S.d.N. LI : 9).

Déclaration portant amendement aux articles I, III et VI de la Convention du 28 janvier 1926 concernant la navigabilité et l'équipement des navires. Copenhague, le 11 juin 1928.

Declaration amending Articles I, III and VI of the Convention of January 28th 1926 concerning the seaworthiness and equipment of ships. Copenhagen, June 11th 1928.

Signatures : Danemark et Islande, Finlande, Norvège, Suède.

(Recueil des Traités S.d.N. LXXVIII.487).

Convention internationale pour l'unification de certaines règles relatives aux privilèges et hypothèques maritimes, avec protocole de signature. Bruxelles, le 10 avril 1926 (en vigueur le 2 juin 1931).

International convention, with protocol of signature, for the unification of certain rules relating to maritime liens and mortgages. Brussels, April 10th 1926 (in force June 2nd 1931).

Ratifications ou adhésions - ratifications or accessions:
Belgique, Brésil, Danemark et Islande, Espagne, Estonie, Finlande, France, Hongrie, Monaco, Norvège, Pologne, Portugal, Roumanie.

(Recueil des Traités S.d.N. CXX : 187).

Convention internationale pour l'unification de certaines règles concernant les immunités de navires d'Etat. Bruxelles, le 10 avril 1926. Protocole additionnel, Bruxelles, le 24 mai 1934 (en vigueur le 8 janvier 1937).

International Convention for the unification of certain rules concerning the immunities of Government vessels. Brussels, April 10th 1926. Additional protocol, Brussels, May 24th 1934 (in force January 8th 1937).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Belgique, Brésil, Chili, Estonie, Hongrie, Italie, Mexique, Pays-Bas (y compris Curaçao, les Indes néerlandaises et Surinam), Pologne, Roumanie.

(Recueil des Traités CXXXV.187).

1928 Convention concernant la neutralité maritime. La Havane, le 20 février 1928 (en vigueur le 14 janvier 1931).

Convention on Maritime Neutrality. Havana, February 20th 1928 (in force January 14th 1931).

Ratifications ou adhésions - ratifications or accessions:
Bolivie, République Dominicaine, Équateur, États-Unis d'Amérique, Haïti, Nicaragua, Panama.

(Recueil des Traités S.d.N. CXXXV.187).

1929 Convention pour la sauvegarde de la vie humaine en mer et règlement pour prévenir les abordages en mer. Londres, le 31 mai 1929 (en vigueur le 1er janvier 1933).

Convention and Regulations on the Safety of Life at Sea, with regulations for preventing collisions at sea. London, May 31st 1929 (in force January 1st 1933).

Ratifications ou adhésions - ratifications or accessions:
Allemagne, Argentine, Australie (sauf les territoires de Papoua, les îles Norfolk et les territoires sous mandat de la Nouvelle Guinée et de Nauru), Belgique, Brésil, Bulgarie, Canada, Chine,

Danemark, Ville libre de Dantzig, Egypte, Espagne, Estonie, Etats-Unis d'Amerique, Finlande, France, Grande Bretagne, Hongkong, Etablissements des Detroits, Hongrie, Inde, Irlande, Islande, Italie, Colonies italiennes de Lybie, Erythree, Somalie et Iles italiennes de l'Egee, Japon, Chosen, Taïwan et territoire à bail de Kouan-Toung, Norvège, Nouvelle Zelande, Panama, Pays-Bas, Indes neerlandaises, Pologne, Portugal, Roumanie, Suède, U.R.S.S.

(Recueil des Traites S.d.N. CXXXVI : 81).

1930

Convention internationale et protocole final sur les lignes de charge. Londres, le 5 juillet 1930 (en vigueur le 1er janvier 1935).

International Load Line Convention, with Final Protocol. London, July 5th 1930 (in force January 1st 1935).

Ratifications ou adhesions - ratifications or accessions :

Allemagne, Argentine, Australie, Belgique, Bresil, Bulgarie, Canada, Chili, Chine, Cuba, Ville libre de Dantzig, Danemark, Egypte, Espagne, Estonie, Etats-Unis d'Amerique, Finlande, France, Grande-Bretagne, Grece, Hongrie, Inde, Irlande, Italie, Japon (y compris Chosen, Taïwan et le territoire à bail du Kouan-Toung), Lettonie, Mexique, Norvège, Nouvelle Zelande, Panama, Pays-Bas, Indes neerlandaises et Curacao, Pérou, Pologne, Portugal, Roumanie, Siam, Suède, Terre Neuve, U.R.S.S., Yougoslavie.

(Recueil des Traites S.d.N. CXXXV : 301).

Convention internationale en vue de maintenir certains phares dans la Mer Rouge. Londres, le 16 decembre 1930.

International Convention regarding the maintenance of certain lights in the Red Sea. London, December 16th 1930.

Signatures : Allemagne, France, Grande-Bretagne, Italie, Japon, Pays-Bas.

(GB. Cmd.3755 (1931)(a)).

1931

Arrangement concernant les radio-phares aux côtes de la mer du Nord et du Canal de la Manche. Londres, le 20 avril 1931.

Arrangement concerning radio-beacons on the coasts of the North Sea and the English Channel. London, 20th April 1931.

Signatures : Allemagne, France, Grande-Bretagne, Irlande, Norvège, Pays-Bas.

(De Martin III 29.807 (f)).

Convention relative à la marine marchande du Commonwealth britannique. Londres, le 10 décembre 1931.

British Commonwealth Merchant Shipping Agreement. London, December 10th 1931.

Ratifications ou adhésions - ratifications or accessions:
Australie, Canada, Grande-Bretagne, Irlande, Nouvelle-Zélande, Terre-Neuve, Union Sud-Africaine.

(Recueil des Traités S.d.N. CXXIX.177).

1932

Protocole final d'une Conférence sur les radio-phares aux côtes de la mer Baltique du Kattegat et du Skagerrak. Stockholm, le 25 mai 1932.

Final Protocol of a Conference on radio-beacons on the coasts of the Baltic Sea, the Kattegat and Skagerrak. Stockholm, May 25th 1932.

Signatures: Allemagne, Danemark, Ville libre de Dantzig, Estonie, Finlande, Lettonie, Norvège, Pologne, Suède, U.R.S.S.

(De Marten III.29.812(1)).

1934

Arrangement international relatif aux caractéristiques des radio-phares maritimes sur les côtes de la Méditerranée occidentale et de l'Atlantique, de l'embouchure de la Loire à la frontière méridionale du Rio de Oro. Bordeaux, le 28 avril 1934.

International Agreement concerning the characteristics of maritime radio-beacons on the coasts of the Eastern Mediterranean and of the Atlantic from the mouth of the Loire to the south frontier of Rio de Oro. Bordeaux, April 28th 1934.

Signatures: Commission internationale de phare du Cap Spartel, Espagne (y compris la zone espagnole du Maroc), France, Italie, (y compris la Tripolitaine et la Cyrénaïque), Maroc, Portugal, Tunisie.

(J.O.F. 6 janv. 1935 p.191).

Convention relative au jaugeage des navires de commerce. Varsovie, le 6 avril 1934 (en vigueur le 20 avril 1935).

Convention relating to the tonnage measurement of merchant ships. Warsaw, April 16th 1934 (in force April 20th 1935).

Signatures: Australie, Canada, Grande-Bretagne et Irlande du Nord, Inde, Nouvelle-Zélande, Pologne.

(Recueil des Traités S.d.N. CXXIII.185).

1935 Arrangement régional entre les administrations des pays riverains de la mer Baltique, relativement au service radio-téléphonique des navires munis d'un poste de faible puissance et opérant dans la mer Baltique. Stockholm, le 25 mai 1935.

Regional arrangement between the administrations of the countries bordering on the Baltic Sea relating to a radio-telephonic service to vessels equipped with low-powered apparatus and operating in the Baltic Sea. Stockholm, May 25th, 1935.

Signatures - : Allemagne, Danemark, Estonie, Finlande, Lettonie, Lituanie, Norvège, Pologne, Suède.

(Rilgi teataja 2252 -6, 12 nov. 1935 (r))

1936 Convention concernant le régime des Détroits, avec Annexes et Protocole. Montreux, le 20 juillet 1936 (en vigueur 9 novembre 1936).

Convention regarding the regime of the Straits, with Annexes and Protocol. Montreux, July 20th, 1936 in force November 9, 1936)

Ratifications ou adhésions - ratifications or accessions:
Australie, Bulgarie, France, Grande Bretagne et Irlande du Nord (ainsi que toutes parties de l'Empire britannique non membres séparés de la S.D.N. - and all parts of the British Empire which are not separate members of the I.O.N.)
Grèce, Japon, Roumanie, Turquie, U.S.S.R., Yougoslavie.

(Recueil des Traités SAN. CLXXIII:213)

POSTES, TÉLÉGRAPHES, TÉLÉPHONES, RADIOCOMMUNICATIONS.

I. GENERAL

1921 Convention concernant les relations postales, télégraphiques et téléphoniques. Riga, le 12 juillet 1921 (en vigueur le 25 avril 1924) et accord additionnel 1925.

Convention on Postal, Telegraphic and Telephonic Relations. Riga, July 12th 1921 (in force April 25th 1925) and additional agreement 1925.

Ratifications ou adhésions - ratifications or accessions:
Astonie, Lettonie, Lituanie.

(Recueil des Traités SAN. XI,112).

II. POSTES

1920 Convention postale ibéro-américaine, Madrid, le 13 novembre 1920 (en vigueur le 1er janvier 1922).

Spanish-American Postal Convention. Madrid, November 13th 1920 (in force January 1st 1922).

Ratifications ou adhésions - ratifications or accessions:
Argentine, Bolivie, Brésil, Colombie, Costa Rica, République Dominicaine, Equateur, Espagne, États-Unis d'Amérique, Haïti, Honduras, Nicaragua, Paraguay, Pérou, Salvador.

(International Legislation 504 (a.esp.)).

1931 Convention, protocole final, règlement et dispositions relatives au transport de la correspondance par voie aérienne de l'union postale des Amériques et de l'Espagne. Madrid, le 10 novembre 1931 (en vigueur le 1er mars 1932).

Convention, with Final Protocol and regulations, and provisions for the conveyance of correspondence by air, for the postal union of the Americas and Spain. Madrid, November 10th 1931 (in force March 1st 1932)

Ratifications ou adhésions - ratifications or accessions:
Brésil, Canada, Colombie, Costa-Rica, République Dominicaine, Equateur, Espagne, États-Unis d'Amérique, Guatemala, Mexique, Nicaragua, Panama, Salvador, Vénézuéla.

(Recueil des Traités SdN CXXXI, 327).

Arrangement relatif aux mandats de poste, conclu entre les Amériques et l'Espagne. Madrid, le 10 novembre 1931 (en vigueur le 1er mars 1932).

Agreement between the Americas and Spain regarding money orders. Madrid, November 10th 1931 (in force March 1st 1932).

Ratifications ou adhésions - ratifications or accessions:
Colombie, Costa-Rica, République Dominicaine, Espagne, États-Unis d'Amérique (avec réserve), Guatemala, Mexique, Salvador, Vénézuéla.

(Recueil des Traités S.d.N. CXXXI : 389).

Arrangement concernant les colis postaux conclu entre les Amériques et l'Espagne. Madrid, le 10 novembre 1931 (en vigueur le 1er mars 1932).

Parcels Post Agreement between the Americas and Spain. Madrid, November 10th 1931 (in force March 1st 1932).

Ratifications ou adhésions - ratifications or accessions:
Brésil, Canada, Costa Rica, Colombie, République Dominicaine, Equateur, Espagne, États-Unis d'Amérique, Guatemala, Mexique, Nicaragua, Panama, Salvador, Vénézuéla.

(Recueil des Traités S.d.N. CXXXI : 447).

1934 Convention postale universelle, avec protocole final, règlement d'exécution, et disposition concernant le transport de la poste aux lettres par voie aérienne, avec protocole final. Le Caire, 20 mars 1934 (en vigueur le 1er janvier 1935).

Universal Postal Convention, with final Protocol, detailed regulations and provisions relating to the conveyance of letters by post by air, with final Protocol. Cairo, March 20th 1934 (in force January 1st 1935).

Ratifications ou adhésions - ratifications et accessions:

Albanie, Afghanistan, Union Sud-Africaine, Allemagne, Arabie Saoudite, Australie, Autriche, Belgique, Canada, Chili, Chine, Colombie, Congo belge, Cuba, Danemark, République Dominicaine, Egypte, Equateur, Estonie, Espagne, colonies espagnoles, Etats-Unis d'Amérique, Possessions insulaires des Etats-Unis, Ethiopie, Finlande, France, colonies, protectorats, et territoires sous mandat français, Algérie, Maroc, Tunisie, Grande-Bretagne et Irlande du Nord (y compris les colonies, territoires d'outre-mer, protectorats, mandats, etc.), Haïti, Honduras, Hongrie, Inde britannique, Iraq, Iran, Islande, Italie et colonies italiennes, Japon, Chosen et autres dépendances japonaises, Libérie, Luxembourg, Maroc (zone espagnole), Mexique, Nouvelle Zélande, Norvège, Pays-Bas, Indes néerlandaises, Surinam et Curaçao, Panama, Pérou, Iles Philippines, Pologne, Portugal, Roumanie, Salvador, Suisse, Suède, Syrie, Tchécoslovaquie, Turquie, U.R.S.S., Etat de la Cité du Vatican, Venezuela, Yemen, Yougoslavie.

(Recueil des Traités SdN CLXXIV: 171).

Arrangement concernant les lettres et les boîtes avec valeur déclarée, avec protocole final et règlement d'exécution. Le Caire, 20 mars 1934 (en vigueur le 1er janvier 1935).

Agreement concerning insured letters and boxes, with final protocol and detailed regulations. Cairo, March 20th 1934 (in force January 1st 1935).

Ratifications ou adhésions - ratifications et accessions:

Albanie, Allemagne, Arabie Saoudite, Autriche, Belgique, Chili, Chine, Colombie, Congo belge, Danemark, Egypte, Estonie, Espagne, colonies espagnoles, Ethiopie, Finlande, France, colonies, protectorats et territoires sous mandat français: Algérie, Maroc, Tunisie, Grande Bretagne et Irlande du Nord (y compris colonies, territoires d'outre mer, protectorats, mandats, etc.), Haïti, Honduras, Hongrie, Inde britannique, Iraq, Iran, Islande, Italie et colonies italiennes, Japon, Chosen et autres dépendances japonaises, Luxembourg; Maroc (zone espagnole), Nouvelle Zélande, Norvège, Pays-Bas, Indes néerlandaises, Surinam et Curaçao, Pologne, Portugal, Roumanie, Suisse, Suède, Syrie, Tchécoslovaquie, Turquie, U.R.S.S., Etats de la Cité du Vatican, Yémen, Yougoslavie.

(Recueil des Traités S.d.N. CLXXV : 5).

Arrangement concernant les colis postaux, avec protocole final, règlement d'exécution, et dispositions concernant le transport des colis postaux par voie aérienne, avec protocole final. Le Caire, 20 mars 1934 (en vigueur le 1er janvier 1935).

Parcel post agreement, with final protocol, detailed regulations and provisions relating to the conveyance of parcel post by air, with final protocol. Cairo, March 20th 1934 (in force January 1st 1935).

Ratifications ou adhésions - ratifications or accessions:

Albanie, Afghanistan, Allemagne, Arabie Saoudite, Autriche, Belgique, Chili, Chine, Colombie, Congo belge, Danemark, République Dominicaine, Egypte, Équateur, Estonie, Espagne, colonies espagnoles, Ethiopie, Finlande, France, colonies, protectorats et territoires sous mandat français, Algérie, Maroc, Tunisie, Haïti, Honduras, Hongrie, Inde britannique, Irak, Iran, Islande, Italie et colonies italiennes, Japon, Chosen et autres dépendances japonaises, Libérie, Luxembourg, Maroc (zone espagnole), Norvège, Pays-Bas, Indes néerlandaises, Surinam et Curaçao, Panama, Pérou, Pologne, Portugal, Roumanie, Salvador, Suisse, Suède, Syrie, Tchécoslovaquie, Turquie, Etat de la Cité du Vatican, Vénézuëla, Yémen, Yougoslavie.

(Recueil des Traités S.d.N. CLXXV: 75)

Arrangement concernant les mandats de poste, avec règlement d'exécution et supplément concernant le service de bons postaux de voyage. Le Caire, 20 mars 1934 (en vigueur le 1er janvier 1935).

Money Order Agreement, with detailed regulations and supplement regarding the travellers' postal draft service. Cairo, March 20th, 1934 (in force January 1st 1935).

Ratifications ou adhésions - ratifications or accessions:

Albanie, Allemagne, Arabie Saoudite, Autriche, Belgique, Chili, Chine, Colombie, Cuba, Danemark, Egypte, Estonie, Espagne, colonies espagnoles, Ethiopie, Finlande, France, colonies, protectorats et territoires sous mandat français, Algérie, Maroc, Tunisie, Haïti, Honduras, Hongrie, Iran, Islande, Italie, et colonies italiennes, Japon, Chosen et autres dépendances japonaises, Libérie, Luxembourg, Maroc (zone espagnole), Norvège, Pays-Bas, Indes néerlandaises, Surinam et Curaçao, Pologne, Portugal, Roumanie, Salvador, Suisse, Suède, Syrie, Tchécoslovaquie, Turquie, Etat de la Cité du Vatican, Yémen, Yougoslavie.

(Recueil des Traités SAN CLXXV, 269).

Arrangement concernant les virements postaux, et règlement d'exécution. Le Caire, 20 mars 1934 (en vigueur le 1er janvier 1935).

Agreement concerning transfer to and from postal cheque accounts, and detailed regulations. Cairo, March 20th, 1934 (in force January, 1 1935).

Ratifications ou adhésions - ratifications or accessions:

Allemagne, Arabie Saoudite, Autriche, Belgique, Danemark, Estonie, Espagne, colonies espagnoles, Ethiopie, France, Algérie, Maroc, Tunisie, Haïti, Honduras, Hongrie, Italie, et colonies italiennes, Japon, Chosen et autres dépendances japonaises, Luxembourg, Maroc (zone espagnole), Pays-Bas, Indes néerlandaises, Pologne, Portugal, Roumanie, Suède, Suisse, Syrie, Tchécoslovaquie, Turquie, Etats de la Cité du Vatican, Yémen, Yougoslavie.

(Recueil des Traités S.d.N. CLXXV : 363).

Arrangement concernant les recouvrements et règlements d'exécution. Le Caire, 20 mars 1934 (en vigueur le 1er janvier 1935).

Agreement concerning the collection of bills, drafts, etc. and detailed regulations. Cairo, March 20th, 1934 (in force January 1st, 1935).

Ratifications ou adhésions - ratifications or accessions:

Allemagne, Arabie Saoudite, Autriche, Belgique, Chili, Danemark, Egypte, Espagne et colonies espagnoles, Estonie, Ethiopie, Finlande, France, Algérie, Maroc, Tunisie, Haïti, Honduras, Hongrie, Islande, Italie et colonies italiennes, Luxembourg, Maroc (zone espagnole), Norvège, Pays-Bas, Indes néerlandaises, Surinam et Curaçao, Pologne, Portugal, Roumanie, Suède, Suisse, Syrie, Tchécoslovaquie, Turquie, Etat de la Cité du Vatican, Yémen, Yougoslavie.

(Recueil des Traités S.D.N. CLXXVI : 9).

Arrangement concernant les abonnements aux journaux et écrits périodiques et règlements d'exécution. Le Caire, 20 mars 1934 (en vigueur le 1er janvier 1935).

Agreement concerning subscriptions to newspapers and periodicals and detailed regulations. Cairo, March 20th, 1934 (in force January 1st, 1935).

Ratifications ou adhésions - ratifications or accessions:

Allemagne, Arabie Saoudite, Autriche, Belgique, Chili, Colombie, Danemark, Egypte, Espagne et colonies espagnoles, Estonie, Ethiopie, Finlande, France, Algérie, Maroc, Tunisie, Haïti, Honduras, Hongrie, Italie et colonies italiennes, Libéria, Luxembourg, Maroc (zone espagnole), Norvège, Pays-Bas, Pologne, Portugal, Roumanie, Suède, Suisse, Syrie, Tchécoslovaquie, Turquie, Etat de la Cité du Vatican, Yémen, Yougoslavie.

(Recueil des Traités S.D.N. CLXXVI : 55).

1934 Arrangement concernant les échanges postaux entre le Danemark, la Finlande, l'Islande, la Norvège et la Suède. Signé à Copenhague, Helsinki, Reikjavik, Oslo et Stockholm, le 31 décembre 1934 (en vigueur le 1er janvier 1935).

Agreement regarding postal exchanges between Denmark, Finland, Iceland, Norway and Sweden. Signed at Copenhagen, Helsingfors, Reikjavik, Oslo and Stockholm, December 31st, 1934 (in force January 1st, 1935).

Signatures - Denmark, Finland, Iceland, Norway, Sweden.

(Recueil des Traités S.D.N. CLVIII : 111).

Accord régional sud-américain des radiocommunications conclu le 10 avril 1935 à Buenos-Aires (en vigueur à partir du 1er janvier 1936) concernant la convocation de conférences périodiques pour résoudre les problèmes des radiocommunications.

South American Regional Agreement on Radiocommunications. Buenos Aires, April 10th, 1935 (in force January 1st, 1936), regarding the convocation of periodical conferences to solve the problems in radiocommunications.

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Signatures: Brazil, Chili, Uruguay.

(Circulaire No. 431 du Bureau de l'Union internationale des télécommunications, Service des radiocommunications 17.12.37).

Arrangement régional entre les administrations des pays riverains de la mer Baltique, relativement au service radio-téléphonique des navires munis d'un poste de faible puissance et opérant dans la mer Baltique. Stockholm, 25 mai 1935.

Regional Arrangement between the administrations of the countries bordering on the Baltic Sea relating to a radio-telephonic service to vessels equipped with low-powered apparatus and operating in the Baltic Sea. Stockholm, May 25th 1935.

Signatures: Allemagne, Danemark, Estonie, Finlande, Lettonie, Lituanie, Norvège, Pologne, Suède.

(Riksdagens beslut 2252-6, 12 november 1935 (r)).

1936 Arrangement particulier entre les administrations des postes et télécommunications de la Grèce, la Roumanie, la Tchécoslovaquie, la Turquie et la Yougoslavie. Octobre 12, 1936.

Special Arrangement between the administrations of postes and telecommunications of Czechoslovakia, Greece, Rumania, Turkey and Yugoslavia. Octobre 12, 1936.

(Službene novine (Legal supplement) 19, 1 Mars 1937 (r)).

Convention de l'Union postale des Amériques de l'Espagne, des positions relatives au transport de la correspondance par voie aérienne et arrangement concernant les colis postaux. Panama, le 22 décembre 1936.

Convention of the Postal Union of the Americas and Spain, provisions relative to the transport of correspondence by air, and parcel post agreement. Panama, December 22nd, 1936.

Ratifications ou adhésions - ratifications or accessions:

Argentine, Canada, Costa-Rica, Équateur, États-Unis d'Amérique, Mexique, Panama, Vénézuéla, Pérou, République Dominicaine.

(Revue des lois, décrets et traités de l'Institut Inter. du Commerce, No. 4, 20 déc. 1937).

III. TELEGRAPHES, TELEPHONES ET RADIOCOMMUNICATIONS.

1884 Convention concernant la protection des câbles sous-marins, suivie d'un article additionnel; Paris, le 14 mars 1884 (en vigueur le 1er mai 1888).

Convention and additional article for the protection of submarine cables. Paris, March 14th 1884 (in force May 1st 1888).

Ratifications ou adhésions - ratifications or accessions:

Union de l'Afrique du Sud, Allemagne, Argentine, Australie, Autriche-Hongrie, Belgique, Brésil, Canada, Colombie, Costa-Rica, Danemark, Ville libre de Dantzig, République Dominicaine, Espagne, États-Unis d'Amérique, France, Grande-Bretagne, Grèce, Guatemala, Italie, Japon, Maroc, Norvège, Nouvelle Zélande, Pays-Bas, Perse, Pologne, Portugal, Roumanie, Russie, Salvador, Serbie, Suède, Tchécoslovaquie, Terre Neuve, Tunisie, Turquie, Uruguay, Yougoslavie.

(De Martin II 281, (r); Malloy 2: 1949 (e)).

1922 Résolution adoptée par la Conférence sur la limitation des armements au sujet des stations radioélectriques en Chine, accompagnée de déclarations. Washington, le 1er février 1922.

Resolution adopted by the Conference on the limitation of armaments regarding radio stations in China, with accompanying declarations. Washington, February 1st 1922.

Ratifications ou adhésions - Ratifications or accessions :
Belgique, Chine, Etats-Unis d'Amérique, France, Grande-Bretagne, Italie, Japon, Pays-Bas, Portugal.

(British & foreign state papers 116: 590(a)).

1929 Accord relatif à l'allocation des fréquences sur le continent nord-américain. Ottawa, les 26 et 28 février 1929 (en vigueur le 1er mars 1929 non sujet à ratification).

Arrangement relative to the assignment of frequencies on the North American continent. Ottawa, February 26th and 28th 1929 (in force March 1st 1929. Not subject to ratification).

Ratifications ou adhésions - Ratifications or accessions :
Canada, Etats-Unis d'Amérique, Terre-Neuve.

(Recueil des Traités S.d.N. XCVII, 30).

1932 Convention internationale des télécommunications, avec annexe. Madrid, le 9 décembre 1932 (en vigueur le 1er janvier 1934).

International Telecommunication Convention, with Annex. Madrid, December 9th 1932 (in force January 1st 1934).

Ratifications ou adhésions - Ratifications or accessions :
Afghanistan, Union Sud-Africaine, Albanie, Allemagne, Australie, Autriche, Belgique, Grande-Bretagne, Territoires de l'Empire Britannique, Brésil, Bulgarie, Canada, Chine, Etat de la Cité du Vatican, Colombie, Colonies espagnoles, Congo belge, Cuba, Curaçao et Surinam, Cyrenaïque, Danemark, République Dominicaine, Egypte, Erythrée, Espagne, Estonie, Etats-Unis d'Amérique, Ethiopie, Finlande, France, Grèce, Haïti, Hongrie, Inde, Indes néerlandaises, Irak, Iran, Irlande, Islande, Italie, Iles italiennes de l'Egée, Japon (y compris Chosen, Taiwan, Karafuto, le territoire à bail de Kouan-Toung et îles des mers du Sud sous mandat japonais), Luxembourg, Maroc (zone espagnole), Maroc (zone française), Mexique, Nicaragua (dénonciation annulée), Norvège, Nouvelle-Zélande, Panama, Pays-Bas, Pologne, Portugal, Colonies portugaises, Roumanie, Salvador, Somalie italienne, Suède, Suisse, Syrie et Liban, Tchécoslovaquie, Tripolitaine, Turquie, U.R.S.S., Uruguay, Venezuela, Yémen, Yougoslavie.

(Recueil des Traités S.d.N. CLI, 5).

Règlement général des radiocommunications annexé à la Convention internationale des télécommunications, avec appendices et protocole final. Madrid, le 9 décembre 1932 (en vigueur le 1er janvier 1934).

General radio regulations annexed to the International Telecommunications Convention, with appendices and final protocol. Madrid, December 9th 1932.

Ratifications ou adhésions - Ratifications ou accessions :
Union Sud-Africaine, Allemagne, Australie, Autriche, Belgique, Bolivie, Brésil, Bulgarie, Canada, Chine, Etat de la Cité du Vatican, Colombie, Congo belge, Curaçao et Surinam, Cuba, Cyrenaïque, Danemark, République Dominicaine, Egypte, Erythrée, Espagne, Territoires espagnols du Golfe de Guinée, Estonie, Etats-Unis d'Amérique, Finlande, France, Grande-Bretagne, Territoires de l'Empire britannique, Grèce, Haïti, Hongrie, Inde, Indes néerlandaises, Irak, Iran, Irlande, Italie, Iles italiennes de l'Egée, Japon (Y compris Chosen, Taïwan, Karafuto, le territoire à bail du Kouan-Toung et Iles des mers du Sud sous mandat japonais), Maroc (zone espagnole), Maroc (zone française), Mexique, Nouvelle-Zélande, Panama, Pays-Bas, Pologne, Portugal, Colonies portugaises, Roumanie, Salvador, Somalie italienne, Suède, Suisse, Syrie et Liban, Tchécoslovaquie, Tripolitaine, Turquie, U.R.S.S., Uruguay, Vénézuéla, Yougoslavie.

(Recueil des Traités S.d.N. CLI; 278).

Règlement additionnel des radiocommunications annexé à la Convention internationale des télécommunications. Madrid, le 9 décembre 1932 (en vigueur le 1er janvier 1934).

Additional Radio regulations annexed to the International Telecommunication Convention. Madrid, December 9th 1932 (in force January 1st 1934).

Ratifications ou adhésions - Ratifications or accessions :
Union Sud-Africaine, Allemagne, Australie, Autriche, Belgique, Bolivie, Brésil, Bulgarie, Chine, Etat de la Cité du Vatican, Colombie, Territoires espagnols du Golfe de Guinée, Congo belge, Curaçao et Surinam, Cyrenaïque, Danemark, Egypte, Erythrée, Espagne, Estonie, Finlande, France, Grande-Bretagne, Territoires de l'Empire britannique, Grèce, Haïti, Hongrie, Iles italiennes de l'Egée, Inde, Indes néerlandaises, Irak, Iran, Irlande, Italie, Japon (Y compris Chosen, Taïwan, Karafuto, le territoire à bail du Kouan-Toung et Iles des mers du Sud sous mandat japonais), Maroc (zone espagnole), Maroc (zone française), Mexique, Nouvelle-Zélande, Panama, Pays-Bas, Pologne, Portugal, Colonies portugaises, Roumanie, Somalie italienne, Suède, Suisse, Syrie et Liban, Tchécoslovaquie, Tripolitaine, Turquie, U.R.S.S., Uruguay, Venezuela, Yougoslavie.

(Recueil des Traités S.d.N., CLI : 448).

Règlement télégraphique annexé à la Convention internationale des télécommunications, avec annexes et protocole final. Madrid, le 10 décembre 1932 (en vigueur le 1er janvier 1934).

Télégraph regulations annexed to the International Telecommunication convention, with Annexes and Final Protocol. Madrid, December 10th 1932 (in force January 1st 1934).

Ratifications ou adhésions - Ratifications or accessions :
Union Sud-Africaine, Albanie, Allemagne, Australie, Autriche, Belgique, Bolivie, Brésil, Bulgarie, Chine, Etat de la Cité du Vatican, Colombie, Colonies espagnoles, Congo belge, Cuba, Curaçao et Surinam, Cyrénaïque, Danemark, République Dominicaine, Egypte, Erythrée, Espagne, Estonie, Ethiopie, Finlande, France, Grande-Bretagne, Territoires de l'Empire britannique, Grèce, Haïti, Hongrie, Iles italiennes de l'Egée, Inde, Indes néerlandaises, Irak, Iran, Irlande, Italie, Japon (y compris Chosen, Taiwan, Karafuto, le territoire à bail du Kouan-Toung et Iles des mers du Sud sous mandat japonais), Luxembourg, Maroc (zone espagnole), Maroc (zone française), Mexique, Norvège, Nouvelle-Zélande, Pays-Bas, Pologne, Portugal, Colonies portugaises, Roumanie, Salvador, Somalie italienne, Suède, Suisse, Syrie et Liban, Tchécoslovaquie, Tripolitaine, Turquie, U.R.S.S., Uruguay, Venezuela, Yémen, Yougoslavie.

(Recueil des Traités C.d.N. CLI, 50).

Règlement téléphonique annexé à la Convention internationale des télécommunications, avec annexe. Madrid, le 10 décembre 1932 (en vigueur le 1er janvier 1934).

Telephone regulations annexed to the International Telecommunication Convention, with Annex. Madrid, December 10th, 1932 (in force January 1st, 1934).

Ratifications ou adhésions - Ratifications or accessions :
Union Sud-Africaine, Allemagne, Autriche, Belgique, Bulgarie, Etat de la Cité du Vatican, Colombie, Congo belge, Cuba, Curaçao et Surinam, Cyrénaïque, Danemark, Egypte, Erythrée, Espagne, Estonie, Finlande, France, Grande-Bretagne, Territoires de l'Empire britannique, Grèce, Hongrie, Iles italiennes de l'Egée, Inde, Indes néerlandaises, Irlande, Irak, Italie, Japon (y compris Chosen, Taiwan, Karafuto, le territoire à bail du Kouan-Toung et Iles des mers du Sud sous mandat japonais), Luxembourg, Maroc (zone française), Mexique, Norvège, Pays-Bas, Pologne, Portugal, Colonies portugaises, Roumanie, Salvador, Somalie italienne, Suède, Suisse, Syrie et Liban, Tchécoslovaquie, Tripolitaine, Turquie, U.R.S.S., Uruguay, Venezuela, Yougoslavie.

(Recueil des Traités S.d.N. CLI: 226).

1932 Protocole final d'une conférence sur les radiophares aux côtes de la mer Baltique du Kattegat et du Skagerrak. Stockholm, le 25 mai 1932.

Final Protocol of a conference on radio-beacons on the coasts of the Baltic Sea, the Kattegat and Skagerrak. Stockholm, May 25th, 1932.

Signatures: Allemagne, Danemark, Ville Libre de Dantzig, Estonie, Finlande, Lettonie, Norvège, Pologne, Suède, U.R.S.S.

(De Martin III, 29: 812(r)).

1933 Convention européenne de radiodiffusion, avec Plan de Lucerne y annexé, et protocole final. Lucerne, le 19 juin 1933 (en vigueur le 15 janvier 1934).

European Broadcasting Convention, with Lucerne Plan annexed thereto and Final Protocol. Lucerne, June 19th, 1933 (in force January 15th, 1934).

Ratifications ou adhésions - ratifications or accessions :
Allemagne, Autriche, Belgique, Etat de la Cité du Vatican, Danemark, Ville Libre de Dantzig, Egypte, Espagne, Estonie, Grande-Bretagne, Islande, Palestine (à l'exception de la Transjordanie), Roumanie, Suisse, Tchécoslovaquie.

(Recueil des Traités S.d.N. CLIV: 136).

1934 Arrangement international relatif aux caractéristiques des radiophares maritimes sur les côtes de la Méditerranée occidentale et de l'Atlantique, de l'embouchure de la Loire à la frontière méridionale du Rio de Oro. Bordeaux, le 28 avril 1934.

International Agreement concerning the characteristics of maritime radio-beacons on the coasts of the Eastern Mediterranean and of the Atlantic from the mouth of the Loire to the south frontier of Rio de Oro. Bordeaux, April 28th, 1934.

Signatures: Commission internationale de phare du Cap Spartel, Espagne (y compris la zone espagnole du Maroc), France, Italie (y compris la Tripolitaine et la Cyrénaïque), Maroc, Portugal, Tunisie.

(J.O.F. 6 jan. 1935, p. 191).

1935 Acte final de la Conférence radiotéléphonique. Stockholm, le 20-25 mai 1935.

Final Act of the Radiotelephonic Conference. Stockholm, May 20-25th, 1935.

Signatures: Allemagne, Danemark, Estonie, Finlande, Lettonie, Lituanie, Norvège, Pologne, Suède.

(Riigi teataja 2234-52, 12 nov. 1935 (a)).

Arrangement régional entre les administrations des pays riverains de la mer Baltique, relativement au service radio-téléphonique des navires munis d'un poste de faible puissance et opérant dans la mer Baltique. Stockholm, le 25 mai 1935.

Regional Arrangement between the administrations of the countries bordering on the Baltic Sea relating to a radio-telephonic service to vessels equipped with low-powered apparatus and operating in the Baltic Sea. Stockholm, May 25th, 1935.

Signatures: Allemagne, Estonie, Finlande, Lettonie, Lituanie, Norvège, Pologne, Suède.

(Rilgi teataja 2252-6, 12 nov. 1935 (r)).

Accord de l'Union africaine des télécommunications. 30 octobre 1935.

African Telecommunications Union Agreement. October 30th, 1935.

Signatures: Union de l'Afrique du Sud, Basutoland, Bechuanaland, Angola et Namibique, Congo belge et Ruanda Urundi, Kenya, Uganda, Tanganyika, Nyasaland, Rhodésie du Nord et du Sud, Swaziland.

(Journal des télécommunications no. 11, nov. 1936).

1937 Protocole final de la Conférence radioélectrique nord-américaine. Havana, 29 mars 1937.

Final Protocol of the North-American Radioelectric Conference. Havana, March 29th, 1937.

Signatures: Mexique, Canada, Cuba, Etats-Unis d'Amérique.

(Bureau de l'Union intern. des télécommunications, Circulaire 422, le 17 juillet 1937 (r)).

Arrangement régional sud-américain des radiocommunications. Rio de Janeiro, le 20 juin 1937.

South American Regional Radiocommunications Arrangement. Rio de Janeiro, June 20th, 1937.

Signatures: Argentine, Bolivie, Brésil, Chili, Colombie, Paraguay, Pérou, Uruguay, Venezuela.

(Bureau de l'Union intern. des télécommunications, Circulaire 431, déc. 1937).

PASSEPORTS

1922 Accord au sujet des passeports et des visas. Gratz, 27 janvier 1922 (ratifications déposées le 27 mars 1922).

Agreement relating to passports and visas. Graz, January 27 1922 (ratifications deposited March 27, 1922).

Ratifications ou adhésions - Ratifications or accessions :
Autriche, Hongrie, Italie, Tchécoslovaquie.

(Recueil des Traités S.d.N. IX. 292.)

1935 Convention relative à la création d'un passeport panaméricain de tourisme et un passeport de transit pour véhicules, avec déclaration de la délégation des Etats-Unis. Buenos-Aires, le 19 juin 1935.

Convention relative to the creation of a Pan-American tourist passport and of a transit passport for vehicles, with declaration by the delegation of the United States. Buenos Aires, June 19, 1935.

Ratifications ou adhésions - Ratifications or accessions :
Uruguay.

(U.S Treaty Inf. Bull. August 1935, p.27.)

CONVENTIONS ET ARRANGEMENTS SOUS LES AUSPICES DE LA SOCIÉTÉ
DES NATIONS.

CONVENTIONS AND AGREEMENTS UNDER THE AUSPICES OF THE LEAGUE
OF NATIONS.

A) Organisation des Communications et du Transit.

A) Organisation for Communications and Transit.

1921 Convention et Statut sur la liberté du transit. Barcelone, le 20 avril 1921 (en vigueur le 31 octobre 1922).

Convention and Statute on Freedom of Transit. Barcelona, April 20th, 1921 (in force October 31st, 1922).

Ratifications ou adhésions - ratifications or accessions :

Albanie, Allemagne, Autriche, Belgique, Bulgarie, Chili, Danemark, Ville libre de Dantzig, Espagne, Estonie, Finlande, France, Empire britannique (y compris l'île de Terre-Neuve), Grèce, Hongrie, Inde, Irak, Italie, Japon, Lettonie, Luxembourg, États Malais fédérés, États Malais non fédérés, Norvège, Nouvelle-Zélande, Palestine, Pays-Bas (y compris les Indes néerlandaises, Surinam et Curaçao), Perse, Pologne, Roumanie, Siam, Suède, Suisse, Syrie et Liban (mandat français), Tchécoslovaquie, Turquie, Yougoslavie.

Convention et Statut sur le régime des voies navigables d'intérêt international. Barcelone, le 20 avril 1921 (en vigueur le 31 octobre 1922).

Convention and Statute on the Régime of Navigable Waterways of International Concern. Barcelona, April 20th, 1921 (in force October 31st, 1922).

Ratifications ou adhésions - ratifications or accessions :

Albanie, Autriche, Bulgarie, Chili, Danemark, Finlande, France, Empire britannique (y compris l'île de Terre-Neuve), Grèce, Hongrie, Inde, Italie, Luxembourg, États Malais fédérés, États Malais non fédérés, Norvège, Nouvelle-Zélande, Palestine, Roumanie, Siam, Suède, Tchécoslovaquie, Turquie.

Protocole additionnel à la Convention sur le régime des voies navigables d'intérêt international. Barcelone, le 20 avril 1921 (en vigueur).

Additional Protocol to the Convention on the Régime of Navigable Waterways of International Concern. Barcelona, April 20th, 1921 (in force).

Ratifications ou adhésions - ratifications or accessions :

Albanie, Autriche, Bermudes, Chili, Danemark, Empire britannique, Finlande, Grèce, Hongrie, Inde, Luxembourg, États Malais fédérés, États Malais non fédérés, Norvège, Nouvelle-Zélande, Palestine, Roumanie, Siam, Suède, Tchécoslovaquie, Ile de Terre-Neuve, Turquie.

Déclaration portant reconnaissance du droit au pavillon des Etats dépourvus de littoral maritime. Barcelone, le 20 avril 1921 (en vigueur).

Declaration recognising the right to a flag of States having no sea-coast. Barcelona, April 20th, 1921 (in force).

Ratifications ou adhésions - ratifications or accessions :
Union Sud-africaine, Albanie, Allemagne, Australie, Autriche, Belgique, Bulgarie, Canada, Chili, Danemark, Ville libre de Dantzig, Empire britannique, Y compris l'île de Terre-Neuve, Espagne, Estonie, Finlande, France, Grèce, Hongrie, Inde, Irak, Italie, Japon, Lettonie, Mexique, Norvège, Nouvelle-Zélande, Pays-Bas, Y compris les Indes néerlandaises, Surinam et Curaçao, Pologne, Roumanie, Siam, Suède, Suisse, Tchécoslovaquie, Turquie, Yougoslavie, UR.S.S.

1923 Convention et Statut sur le régime international des voies ferrées et Protocole de Signature. Genève, le 9 décembre 1923 (en vigueur le 23 mars 1926);

Convention and Statute on the International Régime of Railways and Protocol of Signature. Geneva, December 9th, 1923 (in force March 23rd, 1926).

Ratifications ou adhésions - ratifications or accessions :
Allemagne, Autriche, Belgique, Danemark, Empire britannique, Espagne, Estonie, Ethiopie, Finlande, France, Grèce, Hongrie, Inde, Italie, Japon, Lettonie, Norvège, Nouvelle-Zélande, Pays-Bas, Pologne, Roumanie, Siam, Suède, Suisse, Ile de Terre-Neuve, Yougoslavie.

Convention et Statut sur le régime international des ports maritime et Protocole de signature. Genève, le 9 décembre 1923 (en vigueur le 26 juillet 1926).

Convention and Statute on the International Régime of Maritime Ports and Protocol of Signature. Geneva, December 9th, 1923 (in force July 26th, 1926).

Ratifications ou adhésions - ratifications or accessions :
Allemagne, Australie, Autriche, Belgique, Danemark, Empire britannique, Estonie, France, Grèce, Hongrie, Inde, Irak, Italie, Japon, Mexique, Norvège, Nouvelle-Zélande, Pays-Bas (Y compris les Indes néerlandaises, Surinam et Curaçao) Siam, Suède, Suisse, Tchécoslovaquie, Terre-Neuve, Yougoslavie.

Convention relative au transport en transit de l'énergie électrique, et Protocole de signature. Genève, le 9 décembre 1923 (en vigueur le 26 juillet 1926).

Convention relating to the transmission in transit of electric power, and Protocol of signature. Geneva, December 9th, 1923 (in force July 26th, 1926).

Ratifications ou adhésions - ratifications or accessions :
Autriche, Danemark, Ville libre de Dantzig, Empire Ottomanique, Espagne, Grèce, Irak, Nouvelle-Zélande, Panama; Tchécoslovaquie, Terre-Neuve.

Convention relative à l'aménagement des forces hydrauliques intéressant plusieurs États, et Protocole de signature. Genève, le 9 décembre 1925 (en vigueur le 30 juin 1925).

Convention relating to the development of hydraulic power affecting more than one State, and Protocol of signature. Geneva, December 9th, 1925 (in force June 30th, 1925).

Ratifications ou adhésions - ratifications or accessions :
Autriche, Danemark, Ville libre de Dantzig, Empire britannique, Grèce, Hongrie, Irak, Nouvelle-Zélande, Panama, Siam, Terre-Neuve.

1925 Convention relative au jaugeage des bateaux de navigation intérieure, et Protocole de signature. Paris, le 27 novembre 1925 (en vigueur le 1er octobre 1927).

Convention regarding the measurement of vessels employed in inland navigation, and Protocol of signature. Paris, November 27th, 1925 (in force October 1st, 1927).

Ratifications ou adhésions - ratifications or accessions :
Allemagne, Autriche, Belgique, Bulgarie, Ville libre de Dantzig, Empire britannique (pour la Grande-Bretagne et l'Irlande du Nord), Espagne, France, Grèce, Hongrie, Italie, Pays-Bas, Pologne, Roumanie Suisse, Tchécoslovaquie, Yougoslavie.

1929 Arrangement relatif à l'établissement d'une carte de transit pour émigrants. Genève, le 14 juin 1929 (en vigueur le 12 septembre 1929).

Agreement concerning the preparation of a transit card for emigrants. Geneva, June 14th, 1929 (in force September 12th, 1929).

Ratifications ou adhésions - ratifications or accessions :
Allemagne, Autriche, Belgique, Espagne, Finlande, France, Grande-Bretagne et Irlande du Nord, Grèce, Italie, Pays-Bas, Pologne, Roumanie, Commission de Gouvernement du Territoire de la Sarre.

1930 Accord relatif aux signaux maritimes. Lisbonne, le 23 octobre 1930 (en vigueur le 22 novembre 1931).

Agreement concerning maritime signals, Lisbon, October 23rd, 1930 (in force November 22nd, 1931).

Ratifications ou adhésions - ratifications or accessions :
Belgique, Brésil, Chine, Ville libre de Dantzig, Espagne, Finlande, France, Colonies françaises et territoires sous mandat français, Grèce, Lettonie, Maroc, Monaco, Pays-Bas (Y compris les Indes néerlandaises), Pologne, Portugal, Roumanie, Tunisie, Turquie, U.R.S.S., Yougoslavie.

1930
Accord sur les bateaux-feu gardés se trouvant hors de leur poste normal. Lisbonne, le 23 octobre 1930 (en vigueur le 21 janvier 1931).

Agreement concerning manned lightships not on their stations. Lisbon, October 23rd, 1930 (in force January 21st, 1931).

Ratifications ou adhésions - ratifications or accessions :
Belgique, Brésil, Chine, Danemark, Ville libre de Danzig, Espagne, Estonie, Finlande, France, Colonies françaises et territoires sous mandat français, Grande-Bretagne et Irlande du Nord, Inde, Irak, Lettonie, Maroc, Monaco, Pays-Bas (y compris les Indes néerlandaises), Pologne, Portugal, Roumanie, Suède, Tunisie, Union des Républiques Soviétiques Socialistes, Turquie, Yougoslavie.

Convention sur l'unification de certaines règles en matière d'abordage dans la navigation intérieure, avec Protocole annexe. Genève, le 9 décembre 1930 (non encore en vigueur).

Convention for the unification of certain rules concerning collisions in inland navigation, with protocol-annex. Geneva, December 9th, 1930 (not in force)

Ratifications ou adhésions - ratifications or accessions : Portugal.

Convention concernant l'immatriculation des bateaux de navigation intérieure, les droits réels sur ces bateaux et autres matières connexes, avec Protocole annexe. Genève, le 9 décembre 1930 (non encore en vigueur).

Convention on the Registration of Inland Navigation Vessels, Rights in rem over such Vessels and other cognate questions, with protocol-annex. Geneva, December 9th, 1930 (not in force).

Convention sur les mesures administratives propres à attester le droit au pavillon des bateaux de navigation intérieure, avec protocole annexe. Genève, le 9 décembre 1930 (non encore en vigueur).

Convention on Administrative Measures for Attesting the Right of Inland Navigation Vessels to a Flag, with Protocol-Annex. Geneva, December 9th, 1930 (not in force).

1931
Convention sur l'unification de la signalisation routière. Genève, le 30 mars 1931 (en vigueur le 16 juillet 1934).

Convention concerning the unification of road signals. Geneva, March 30th, 1931 (in force July 16th, 1934).

Ratifications ou adhésions - ratifications or accessions :
Autriche, Espagne, France et Algérie, Hongrie, Italie, Luxembourg, Monaco, Pays-Bas, Surinam et Curaçao, Pologne, Portugal, Roumanie, Suède, Suisse, Turquie, U.R.S.S.

Convention sur le régime fiscal des véhicules automobiles étrangers, avec Protocole annexe. Genève, le 30 mars 1931 (en vigueur le 9 mai 1933).

Convention on the Taxation of Foreign Motor Vehicles, with Protocol-Annex. Geneva, March 30th, 1931 (in force May 9th, 1933).

Ratifications ou adhésions - ratifications or accessions : Belgique, Bulgarie, Danemark, Espagne, Finlande, Grande-Bretagne et Irlande du Nord, (Rhodésie du Sud, Terre-Neuve), Territoire de l'Empire britannique, Irlande, Italie, Luxembourg, Pays-Bas (y compris les Indes néerlandaises, le Surinam et Curaçao), Pologne, Portugal, Roumanie, Suède, Suisse, Turquie, U.R.S.S., Yougoslavie.

Arrangement entre autorités douanières pour faciliter l'épurement des tripitiques non déchargés ou perdus. Genève, le 28 mars 1931, (en vigueur le 26 juin 1931).

Agreement between customs authorities in order to facilitate the procedure in the case of undischarged or lost tripiticks. Geneva, March 28th, 1931 (in force June 26th, 1931).

Ratifications ou adhésions - ratifications or accessions : Allemagne, Autriche, Belgique, Bulgarie, Danemark, Espagne, France, Grande-Bretagne et Irlande du Nord, Grèce, Hongrie, Irlande, Italie, Luxembourg, Norvège, Pays-Bas, Pologne, Portugal, Roumanie, Suède, Suisse, Tchécoslovaquie, Turquie, U.R.S.S.

1936
Accord relatif à un système uniforme de balisage maritime, et règlement y annexé. Genève, le 13 mai 1936.

Agreement relating to a uniform system of maritime buoyage, with annexed regulations. Geneva, May 13th 1936.

Ratifications ou adhésions - ratifications or accessions : Belgique, Egypte, Finlande, Grande-Bretagne et Irlande du Nord, Lettonie, Union sud-africaine.

1936
Convention internationale concernant l'emploi de la radiodiffusion dans l'intérêt de la paix. Genève, le 23 septembre 1936. International Convention on Broadcasting and Peace. Geneva, September 23, 1936.

Ratifications ou adhésions - ratifications or accessions : Australie, Grande-Bretagne et Irlande du Nord, Inde.

B) Bureau International du Travail - International Labour Office.

1920 Convention fixant l'âge minimum d'admission des enfants au travail maritime. Le 9 juillet 1920.

Convention fixing the minimum age for admission of children to employment at sea. July 9th, 1920 (in force).

Ratifications ou adhésions - ratifications or accessions :
Allemagne, République Argentine, Australie, Belgique, Brésil, Bulgarie, Canada, Chili, Chine, Colombie, Cuba, Danemark, République Dominicaine, Espagne, Estonie, Finlande, Grande-Bretagne, Grèce, Hongrie, Irlande, Italie, Japon, Lettonie, Luxembourg, Nicaragua, Norvège, Pays-Bas, Pologne, Roumanie, Suède, Uruguay, Yougoslavie.

Convention concernant l'indemnité de chômage en cas de perte par naufrage. Le 9 juillet 1920.

Convention concerning unemployment indemnity in case of loss or foundering of the ship. July 9th, 1920 (in force).

Ratifications ou adhésions - ratifications or accessions :
Allemagne, République Argentine, Australie, Belgique, Bulgarie, Canada, Chili, Colombie, Cuba, Danemark, Espagne, Estonie, France, Grande-Bretagne, Grèce, Irlande, Italie, Lettonie, Luxembourg, Mexique, Nicaragua, Norvège, Pologne, Roumanie, Suède, Uruguay, Yougoslavie.

Convention concernant le placement des marins. Le 10 juillet 1920. (En vigueur).

Convention for establishing facilities for finding employment for seamen. July 10th, 1920 (in force).

Ratifications ou adhésions - ratifications or accessions :
Allemagne, République Argentine, Australie, Belgique, Bulgarie, Chili, Colombie, Cuba, Espagne, Estonie, Finlande, France, Grèce, Italie, Japon, Lettonie, Luxembourg, Nicaragua, Norvège, Pologne, Roumanie, Suède, Uruguay, Yougoslavie.

1921 Convention concernant l'examen médical obligatoire des enfants et des jeunes gens employés à bord des bateaux. Le 11 novembre 1921 (En vigueur).

Convention concerning the compulsory medical examination of children and young persons employed at sea. November 11th, 1921 (in force).

Ratifications ou adhésions - ratifications or accessions :
Allemagne, République Argentine, Australie, Belgique, Brésil, Bulgarie, Canada, Chili, Chine, Colombie, Cuba, Espagne, Estonie, Finlande, France, Grande-Bretagne, Grèce, Hongrie, Hongrie, Inde, Irlande, Italie, Japon, Lettonie, Luxembourg, Nicaragua, Pays-Bas, Pologne, Roumanie, Suède, Uruguay, Yougoslavie.

1926

Convention concernant la simplification de l'inspection des émigrants à bord des navires. Le 5 juin 1926 (En vigueur).

Convention concerning the simplification of the inspection of emigrants on board ship. June 5th, 1926 (in force).

Ratifications ou adhésions - ratifications or accessions :

Albanie, Australie, Autriche, Belgique, Bulgarie, Colombie, Finlande, France, Grande-Bretagne et Irlande du Nord, Hongrie, Inde, Irlande, Japon, Luxembourg, Nicaragua, Pays-Bas, Suède, Tchécoslovaquie, Uruguay.

Convention concernant le contrat d'engagement des marins. Le 24 juin 1926 (En vigueur).

Convention concerning seamen's articles of agreement. June 24th, 1926 (in force).

Ratifications ou adhésions - ratifications or accessions :

Allemagne, Australie, Belgique, Bulgarie, Chili, Chine, Colombie, Cuba, Espagne, Estonie, France, Grande-Bretagne et Irlande du Nord, Inde, Irlande, Italie, Luxembourg, Mexique, Nicaragua, Pologne, Uruguay, Yougoslavie.

Convention concernant le rapatriement des marins. Le 23 juin 1926 (En vigueur).

Convention concerning the repatriation of seamen. June 23rd, 1926 (in force).

Ratifications ou adhésions - ratifications or accessions :

Allemagne, Belgique, Bulgarie, Chine, Colombie, Cuba, Espagne, Estonie, France, Irlande, Italie, Luxembourg, Mexique, Nicaragua, Pologne, Uruguay, Yougoslavie.

1929

Convention concernant l'indication du poids sur les gros colis transportés par bateau. Le 21 juin 1929 (En vigueur).

Convention concerning the marking of the weight on heavy packages transported by vessels. June 21st, 1929 (in force).

Ratifications ou adhésions - ratifications or accessions :

Union Sud-Africaine, Allemagne, Australie, Autriche, Belgique, Bulgarie, Chili, Chine, Danemark, Espagne, Estonie, Finlande, France, Grèce, Irlande, Inde, Italie, Japon, Lituanie, Luxembourg, Mexique, Nicaragua, Norvège, Pays-Bas, Pologne, Portugal, Roumanie, Suède, Suisse, Tchécoslovaquie, Uruguay, Venezuela, Yougoslavie.

Convention concernant la protection des travailleurs occupés au chargement ou au déchargement des bateaux contre les accidents. Le 21 juin 1929 (En vigueur).

Convention concerning the protection against accidents of workers employed in loading or unloading ships. June 21st, 1929 (in force).

Ratifications ou adhésions - ratifications or accessions :
Espagne, Irlande, Luxembourg, Nicaragua.

1932 Convention concernant la protection des travailleurs occupés au chargement et au déchargement des bateaux contre les accidents (révisée en 1932). Le 27 avril 1932.

Convention concerning the protection against accidents of workers employed in loading or unloading ships (revised 1932). April 27th, 1932.

Ratifications ou adhésions - ratifications or accessions :
Chili, Chine, Espagne, Grande-Bretagne, Italie, Mexique, Uruguay.

SOCIÉTÉ DES NATIONS.

C.C.T./673

Genève, le 23 juin 1938.

COMMISSION DES COMMUNICATIONS ET DU TRANSIT.

Franchise douanière pour les carburants utilisés dans

le trafic aérien.

Se référant à la note du 6 mars 1936 (document C.C.T./611) par laquelle les membres de la Commission ont été informés de la décision prise par le Conseil de la Société des Nations le 23 janvier 1936 (90ème session) au sujet de l'ouverture, à Londres, à la signature des Gouvernements européens membres et non Membres de la Société des Nations, d'un Accord concernant la franchise douanière pour les carburants et lubrifiants utilisés dans le trafic aérien,

Le Secrétaire Général p.i. de la Commission a l'honneur de transmettre ci-joint aux membres de la Commission, à titre d'information, le texte de deux lettres adressées les 26 avril et 8 juin 1938 par le Gouvernement du Royaume-Uni au Secrétaire Général de la Société des Nations (documents C.144.M.86.1938.VIII et C.209.M.115.1938.VIII; ces lettres ont été communiquées au Conseil et aux membres de la Société.

SOCIÉTÉ DES NATIONS.

C.C.T./674.

Genève, le 30 juin 1938.

COMMISSION DES COMMUNICATIONS ET DU TRANSIT.

Sur instructions du Président de la Commission des Communications et du Transit, le Secrétaireat a l'honneur de porter à la connaissance des Membres de la Commission que la vingt-et-unième session s'ouvrira à Genève, au Palais de la Société des Nations, le lundi 1er août 1938, à 11 heures, et durera quatre jours environ.

Le projet d'Ordre du jour figure ci-après. Tout Membre de la Commission peut, au plus tard 15 jours avant la session, demander au Secrétaireat l'inscription d'une question déterminée à l'ordre du jour de la session (Art.3, alinéa 2 du Règlement intérieur de la Commission).

PROJET D'ORDRE DU JOUR.

1. Ouverture de la session.
2. Constitution du Bureau.
3. Rapport sur l'œuvre accomplie par la Commission depuis la dernière élection (1931) Article 25 (a) du nouveau Statut).
4. Modification du Règlement intérieur de la Commission comme suite à l'adoption du nouveau Statut de l'Organisation.
5. Rapport du Comité de la Circulation routière sur sa douzième session, tenue du 25 au 30 avril 1938.
Document C.203.M.111.1938.VIII. qui sera distribué incessamment.
6. Rapport d'ensemble du Comité spécial pour la signalisation des passages à niveau.
Document C.C.T./P.N./7. déjà distribué.
7. Rapport du Comité d'experts pour la modification du droit routier sur sa première session (ce Comité se réunira le 25 juillet prochain).
8. Rapport sur l'exploitation de la station radioélectrique de la Société des Nations en 1937.
Document A.14.1938.VIII., qui sera distribué incessamment.

T. S.V.P.

Suite donnée à la résolution de la Commission au sujet des relations entre l'organisme compétent pour le contrôle de l'état et du fonctionnement de la station Radio-Nations et les différents organes de l'Union internationale des Télécommunications.

9. Réduction sur les tarifs de chemins de fer en faveur des étudiants voyageant seuls.
Document C.E.T./666. déjà distribué.
10. Coordination des transports : aperçu sur l'état des études.
11. Accords, conventions, etc., conclus sous les auspices de la Société des Nations : Etat des signatures, ratifications ou adhésions.
12. Rapport du Président sur les missions exercées par lui depuis la dernière session de la Commission.
13. Communications du Secrétariat.

SOCIÉTÉ DES NATIONS.

C.C.T./675

Genève, le 4 juillet 1938.

COMMISSION DES COMMUNICATIONS ET DU TRANSIT.

Rapport sur la réunion du 31 mai 1938 de la Commission internationale permanente des Congrès de Navigation.

Le Secrétariat de la Commission des Communications et du Transit a l'honneur de communiquer aux Membres de la Commission le Rapport que M. F.L. SCHLINGEMANN a adressé au Président de la Commission sur la réunion qu'a tenue le 31 mai 1938, à Bruxelles, la Commission Internationale Permanente des Congrès de Navigation.

La Commission Internationale Permanente des Congrès de Navigation a, le 31 mai 1938, tenu sa réunion annuelle à Bruxelles, sous la présidence de M. le vicomte Van de Vyvere, Président de l'Association Internationale Permanente.

45 Membres, représentant 14 Gouvernements et 6 collectivités, prirent part à la réunion.

L'ordre du jour de la réunion est annexé au présent rapport.

A l'ouverture de la séance, le Président rendit hommage à la mémoire de M. Walter, décédé le 20 août 1937, ancien chef de la délégation française, qui, pendant de longues années, fut un des membres les plus actifs de la Commission.

Le rapport du Bureau exécutif sur la situation Générale de l'Association, du 15 mai 1937 au 15 mai 1938, fut approuvé. (1)

Le rapport de la Commission de vérification des comptes tendant à décharger le Bureau exécutif de l'administration sur l'année écoulée fut également approuvé. Ce rapport démontre que la situation financière de l'Association reste toujours précaire.

Le programme des questions et des communications du XVIIème Congrès international de 1940, préparé par un Comité restreint avec la collaboration de la délégation allemande, fut arrêté. Ce programme comportera, pour la section I (navigation intérieure) trois questions et trois communications et, pour la section II (navigation maritime) trois questions et deux communications.

La délégation allemande fit une communication relative au XVIIème Congrès qui se tiendra en Allemagne en juin 1940. Le Congrès siégera à Berlin pendant une semaine. La séance de clôture se tiendra à Cologne. Pendant et après le Congrès, plusieurs excursions seront organisées aux ports de la Mer Baltique et de la Mer du Nord, au "Mittelstandkanal", à Duisbourg-Ruhrort, aux voies navigables en construction reliant le Rhin au Danube et à Vienne, le tout dans une période d'environ trois semaines.

(1) Ce rapport peut être consulté aux Archives du Secrétariat.

T.S.V.P.

Pour limiter autant que possible les frais d'impression, il fut résolu que les rapports devront se tenir strictement dans la limite réglementaire de 20 pages, les excédents éventuels revenant à la charge des auteurs. Les rapports ne seront imprimés que dans la langue originale qui devra être une des trois langues officielles de l'Association, et les traductions ne seront imprimées qu'en extrait.

En ce qui concerne l'avancement de l'édition du dictionnaire technique, le Bureau exécutif a communiqué que le chapitre sur les ports est à l'impression et que le chapitre sur les canaux et écluses pourra paraître dans le cours de l'année.

La réunion fut suivie d'une excursion organisée par la délégation française à laquelle une trentaine de membres prirent part. Les 1er et 2 juin, la Commission visita le chantier du barrage du Rhône en cours d'exécution à Génissiat et les travaux du Rhône entre Lyon et Arles, le 3 juin le port de Marseille. Elle y jouit d'un accueil très gracieux de la Compagnie Nationale du Rhône et de la Chambre de Commerce de Marseille.

ORDRE DU JOUR.

- 1°) Rapport du Bureau exécutif sur la situation générale de l'Association, du 15 mai 1937 au 15 mai 1938;
- 2°) Rapport de la Commission de vérification des comptes;
- 3°) Modifications dans la composition de la Commission permanente;
- 4°) Programme des questions et des communications du XVIIème Congrès International (Allemagne 1940);
- 5°) Communications à faire par la délégation allemande concernant le XVIIème Congrès;
- 6°) XVIIème Congrès: Frais de publication des rapports;
- 7°) Degré d'avancement de l'édition du dictionnaire technique;
- 8°) Divers.
