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Advisory and Technical Committee for Communications
and Transit

COMMITTEE ON THE UNIFICATION OF TRANSPORT
STATISTICS

REPORT ON THE UNIFICATION OF TRANSPORT STATISTICS

DRAFT INTERNATIONAL CONVENTION ON TRANSPORT STATISTICS
together with
REGULATIONS RELATING RESPECTIVELY TO MARITIME NAVIGATION,
RAILWAYS AND INLAND NAVIGATION

RECOMMENDATIONS WITH REGARD TO ADMINISTRATIVE
AND TECHNICAL STATISTICS
concerning respectively
MARITIME NAVIGATION, RAILWAYS AND INLAND NAVIGATION

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REPORT ON THE UNIFICATION OF TRANSPORT STATISTICS.

The League of Nations Advisory and Technical Committee for Communications and Transit first dealt with this matter (at its fifth session) as a sequel to the work of the thirteenth International Navigation Congress held in London in July 1923, which had the question of unification of inland navigation statistics on its agenda.

It had already been considered by a number of International Navigation Congresses before the London Congress — in particular, by the Congress held at Manchester in 1890, which laid down certain principles of great importance on which the statistics of certain countries have since been based.

In pursuance of the decisions taken by the London Congress, the Permanent Committee of the International Association of Navigation Congresses set up a special Statistics Committee. This special Committee, which was purely a Committee of the association and had no official character, was instructed to study the problem of the unification of transport statistics and to maintain contact with the Advisory and Technical Committee for Communications and Transit with a view to communicating the results of its work, when completed, to the latter.

The Sub-Committee for Inland Navigation appointed by the Advisory and Technical Committee for the study of this question was informed at its first session in July 1924 of the establishment of the special Committee in question. It further took note of the current position in regard to the statistics for the Rhine, and of the studies undertaken in this connection by the Central Committee for Rhine Navigation and other river commissions. The Sub-Committee decided to begin by an unofficial canvass of the members of the Advisory and Technical Committee, who were to be “invited to forward to the Secretariat any observations which the various circles concerned in their respective countries may desire to submit in regard to the desirability and possibility of unifying inland navigation statistics, either for all European countries or for certain groups of countries interested in the same river systems, such observations being submitted unofficially and being in no way binding upon the Governments”.

At the same time, the Secretariat was instructed to maintain contact with the special Committee appointed by the Permanent Committee of the International Association of Navigation Congresses.

The Committee at the same time took note of the study of the question of the unification of goods nomenclatures by its Sub-Committee for Transport by Rail, and took the necessary steps for co-ordination of the work of the latter with the work on the unification of statistics of the Sub-Committee for Inland Navigation.

At its fourth session in July 1926, the Inland Navigation Sub-Committee, after taking note of the various unofficial reports submitted to it, and, in particular, of the study by the Statistics Committee of the Permanent Association of Navigation Congresses, decided that the moment had come to give an official character to its consultations, and to proceed to study the substance of the question, which it accordingly entrusted to a Committee of Experts. It was intended that this Committee, while taking into account the studies already made and the various reports on the subject submitted to the Advisory and Technical Committee for Communications and Transit (in which the position regarding the different statistical methods in current use in the various countries was reflected), should have sufficient freedom of action to enable it to collect all such information as it might consider desirable for the purpose of its enquiries; and the latter were to be confined, to begin with, to the unification of inland navigation statistics.

In the meanwhile, the Third General Conference on Communications and Transit was held at Geneva in 1927. The question of the unification of statistics was the subject of an exchange of views in connection with the general discussion on the report on the work of the Advisory and Technical Committee. The report contained the following passage:

“ III (d). *Unification of Inland Navigation Statistics.*”

“ The Committee is only at the initial stage of its enquiry into the problem of the unification of inland navigation statistics; but it is already clear that an agreement which would ensure uniform or comparable nomenclature and provisions in the various countries could be reached without great difficulty. Upon the termination of its work on inland navigation statistics — that is to say, quite soon — the Committee will doubtless have to consider how the enquiries in inland navigation can be brought into line with similar enquiries which have been carried out in the case of maritime navigation, railway transport and Customs nomenclature.”

In the course of the discussions which took place, emphasis was laid on the desirability of establishing co-ordination between the international statistics of the various forms of communication and of the goods nomenclatures to be used in connection therewith, and on the need for combining the work on the unification of inland navigation statistics and railway statistics in such a way as to allow of comparison to the utmost possible extent. It was accordingly agreed not to take any final decision in regard to inland navigation statistics without reference to the results of the work on railway statistics.

As a result of its discussions, the General Conference took the following decision :

“ The Conference, after observations had been made by various speakers, decided to draw the attention of the Advisory and Technical Committee to the advantage of co-ordination between the work of unification of nomenclatures and of statistics in different spheres.”

While refraining from discussing the substance of the question until such time as the Committee for the Unification of Transport Statistics should submit its general report, the Advisory and Technical Committee has not ceased to follow closely the work of the Statistics Committee and has been kept regularly informed by the latter of the progress made by it with its work. At its twelfth session, for example, in February 1928, the Advisory and Technical Committee first received the reports of the Statistics Committee on the work of its two first meetings held in May and October 1927, embodying a thorough and detailed study of the principles on which uniform statistics of inland navigation might be drawn up, together with the methods for the application of these principles.

After taking note of these reports, the Advisory and Technical Committee found that the work of the Statistics Committee was sufficiently advanced to make it possible to proceed with the extension of the work to maritime navigation statistics, and decided to increase the numbers of the Committee for the new work by the addition of certain new members with special knowledge of the subject.

The Advisory and Technical Committee further recognised on this occasion the great advantage of collaboration of the Statistics Committee with (a) the League Committee for the Unification of Customs Nomenclature and (b) the organisations appointed by the Economic Committee to study the question of statistics with special reference to the International Conference relating to Economic Statistics which was to meet some months later. The Advisory and Technical Committee decided with this end in view to draw the attention of the League organisations concerned to the desirability of effective co-operation. It further empowered the Chairman to take steps, as soon as the work of the Statistics Committee on the unification of inland and maritime navigation statistics should be sufficiently advanced, or as soon as the Committee itself should express a wish to that effect, to increase its membership, at the same time instructing it to consider questions of the unification of transport statistics in general — *i.e.*, railway as well as navigation statistics.

The International Conference relating to Economic Statistics, which took place in November and December 1928, the Committee for the Unification of Transport Statistics being represented, also dealt incidentally with the question of transport statistics. Certain delegations proposed that the Conference should also take up the question ; but it was rightly pointed out that the matter was already under enquiry by the Communications and Transit Organisation, and that the latter had not completed its work, and consequently there was no reason for the Conference to deal with the matter. At the same time, the Conference gave expression to the importance which it attached to the unification of transport statistics by adopting the following resolution :

“ The Conference, noting the declarations which had been made to the effect that work is being undertaken with a view to the unification of transport statistics, and recognising the importance of the publication of such statistics on a uniform basis so as to ensure the highest degree of comparability obtainable, expresses the hope that the preparatory work which is being done may be successfully concluded as soon as possible. ”

The Conference, realising that its insertion in the Convention relating to Economic Statistics of certain provisions in regard to maritime navigation might be thought to prejudice in some sense the future conclusion of an international agreement on transport statistics, and desiring to prevent any misunderstanding, inserted a statement on the matter in the Final Act.

The Committee for the Unification of Transport Statistics, as remodelled in virtue of the decisions taken by the Advisory and Technical Committee at its twelfth session, continued its studies, finishing the work already done in the case of inland navigation, and beginning and bringing to a conclusion the work on maritime navigation statistics. The Committee held two meetings for the purpose in March 1928 and in January 1929, and submitted a single report on the whole of the work containing its final conclusions in regard to the principles which should govern the international unification of maritime navigation

statistics. Some changes of detail were made in that part of the report which dealt with inland navigation statistics, as a result of the study of this section by the Permanent Committee for Inland Navigation.

The Advisory and Technical Committee, at its thirteenth session, took note of the Statistics Committee's report and decided to extend the work of the latter to cover the railways.

The Advisory and Technical Committee also considered the procedure for consideration of the final report of the Statistics Committee. It recognised that, in principle, it would be desirable to refer the Statistics Committee's conclusions, in the first instance, to the competent permanent committees, and then to proceed to a general consideration of the report in plenary meeting on the basis of the permanent committees' opinions. In view, however, of the possibility of some of the permanent committees not being in a position to meet in time, it was decided that the Statistics Committee's final report should first be considered, either by the several competent permanent committees in turn, or, if circumstances rendered such action necessary, by a small mixed committee to be appointed for the purpose by the Chairman.

In view of the new duties devolving on the Statistics Committee in connection with the unification of railway statistics, it was re-organised in November 1929. In order to facilitate the work and avoid the necessity of collecting a large number of experts to study each separate question, and at the same time to provide for complete co-ordination of the work on the different forms of transport, the Committee was re-organised in three separate sections dealing with maritime navigation, inland navigation and railways respectively. A small Drafting Committee was also set up to co-ordinate the work of the three sections.

The Railway Section and the Drafting Committee held two meetings together, one in December 1929 and the other in May 1930, at which the enquiry was concluded. The report on the two meetings upholds, in the case of railway goods transport statistics, the general basis already laid down for navigation statistics, while it indicates the principles to govern the unification of railway statistics and the forms applicable.

Collaboration between the Advisory and Technical Committee and the International Institute of Statistics in the work on the unification of transport statistics was recognised to be desirable. The Institute had already undertaken a scientific study of transport statistics, and, in particular, of railway transport statistics. It was accordingly decided to appoint a Mixed Committee to follow the work done by both parties and to provide for as much co-ordination as possible. The Mixed Committee was to report to both organisations, each retaining its entire freedom of decision in the matter.

The Mixed Committee met twice, in June 1930 and in January 1931. It reviewed the work done by both bodies and found that, in general, there was complete agreement between the work of both parties. The proceedings of these two meetings represent an interesting addition to the documentary material already collected.

At its sixteenth session in May 1931, the Advisory and Technical Committee took note of the Mixed Committee's proceedings, and found that its conclusions were in agreement with the work already done by the Statistics Committee. It reserved, however, its consideration of the subjects of the enquiry until such time as the final report of the Statistics Committee should be available.

At the same time, the Advisory and Technical Committee decided that the report in question, on receiving its approval, should be transmitted to the Governments concerned with a request to have it considered by their competent departments and to communicate to the Committee any proposals by the departments in question — in the light of each country's special circumstances — in regard to the methods of applying the principles of the report, the object being to make the opinion of the different countries available on the results of the enquiry before the meeting of a Transport Statistics Conference.

Finally, after the completion of all the preparatory work of the Statistics Committee, the Drafting Committee proceeded to co-ordinate the various reports on the statistics of the various means of transport, so as to embody the results of the various enquiries in a single whole in such a form as to enable it, after adoption by the Advisory and Technical Committee, to serve as a basis for the work of a Transport Statistics Conference to be summoned subsequently. The Drafting Committee met for the purpose first in January 1931 and later in July 1931. The upshot of its labours was a draft International Convention relating to economic statistics, which is attached to this report, together with regulations relating to maritime navigation, railways and inland navigation respectively. The whole

constitutes the binding part of the Committee's proposals. Another optional part consists of recommendations with regard to administrative and technical statistics in connection with maritime navigation, railways and inland navigation respectively. The two parts are followed by a number of annexes and model statistical tables.

The second part of the report summarises briefly the principles which are at the basis of the Statistics Committee's proposals, with explanations of the same.

* * *

Transport statistics may be treated, so far as their nature and use are concerned, from two different standpoints. They may be divided into :

1. Statistics from the commercial standpoint ;
2. Technical and administrative statistics.

The Committee came to the conclusion that, while all these forms of statistics were of interest, it was the statistics which deal with the exchange of goods according to the nature of the goods — that is to say, directly commercial statistics allowing of the comparison of trade movements — which are of most value for international purposes, and that their unification would make possible comparison of the economic activities of different countries.

Consequently, the first and binding part of the Committee's proposals relates to statistics of the transport of goods by the three different forms of transport (maritime navigation, railways and inland navigation), including statistics of the movement of sea-going vessels in the case of maritime navigation.

The binding part of the proposals is followed by a second and optional part in the form of separate recommendations with regard to technical and administrative statistics in the case of the three forms of transport in question.

The object of the Committee in proposing this division of the subject was again to arrive at adequate and practical results, while at the same time remaining within the limits of what countries which might hesitate to undertake far-reaching obligations would be prepared to accept. These ideas had already been recognised generally by the special Committee referred to above, appointed in 1924 by the Permanent International Association of Navigation Congresses to study the question of inland-navigation statistics. The latter took as the basis of its enquiry the work of the fourth Navigation Congress, held at Manchester in 1890, but diverged from the conclusions of the Manchester Congress on this point, the Manchester resolutions relating rather to technical and administrative than to commercial statistics.

The recommendations of the Statistics Committee (in the second part of its proposals) in regard to the unification of administrative and technical statistics are designed to make it possible to compare this important branch of statistics, no less than commercial statistics in the different countries, to the extent that the latter agree to keep such statistics in the detailed forms shown in the annexed tables prepared for the purpose.

One of the principles at the basis of the Committee's proposal is the division of the different countries into districts and the grouping (in the case of the maritime statistics) of these districts in regions and groups. The Committee recognised that, for the purpose of comparison, it was essential to have information, not only as to the amounts of goods transported in tons or the movements of trade in ton-kilometres, but even more to have particulars, not only of the nature of the trade, but also of the parts of the territory between which the movements of trade take place. The Committee accordingly proposed the division into districts on the basis of economic considerations and not necessarily on the lines of the administrative boundaries.

On the same grounds of practical utility in connection with the economic use of the statistics, the Committee's proposals provide that the particulars, which, generally speaking, are to be given separately in the case of each district, need not be given separately in the case of districts where the total trade is below a certain figure. On the other hand, in order to allow of separate study of the trade to a given point, where the movements are on a large scale, as in the case of certain big ports, the Committee proposes to treat the ports in question as separate districts.

It is proposed that the districts should be delimited by each country in its own territory ; but, by a stipulation that notice shall be given beforehand of the proposed delimitation, it is left open to other countries to submit such observations as they may have to make in good time — a provision which is of special interest in the case of contiguous States. The division into regions and groups on international rather than national lines is proposed by the Committee itself.

The districts in the case of the three means of transport are to be identical, but provision is made to enable them to be grouped together in the case of any one means of

transport. Provision is also made for special rules in the case of maritime districts — *i.e.*, districts with ports which are frequented, if only subsidiarily, by maritime shipping.

In the classification of goods by groups in accordance with the three annexed nomenclatures, the Committee followed the same principle by which it was actuated in making one part of its proposals binding and the other optional. It provides for a minimum obligatory nomenclature, but at the same time proposes two more extended nomenclatures, one giving full details, and the other being intermediary between the two. The object is to maintain the complete comparability of the statistics of such countries as are prepared to accept a more extended nomenclature, either in the case of all three forms of transport, or in the case of any one form of transport; or, again, in the case of countries which are prepared to supply full details only in the case of certain items.

Similarly, the Committee proposes the establishment of a still more complete list of goods, with a view to uniformity in the sub-division of the items of the detailed nomenclature. Provision is also made for a general alphabetical list of goods for the classification of the latter under the nomenclatures adopted. The list is to be drawn up in co-operation with the Customs Experts and the Committee of Statistical Experts of the League of Nations.

The Committee endeavoured, in drawing up the proposed nomenclature, to effect as far as possible an approximation to the draft Customs nomenclature and system of classification evolved by the Customs Experts. The Customs nomenclature, which is the starting-point in the preparation of the foreign trade nomenclature, should be comparable as far as possible to the transport statistics nomenclature, which represents a kind of conspectus of internal trade, while it at the same time in many cases gives a picture of transport operations directly connected with foreign trade.

But the principles underlying the Customs nomenclature and those which underlie the transport statistics are sometimes difficult to harmonise, and the Customs nomenclature is not always logical or rational where applied to transport statistics. The Committee found, to its regret, after the Customs Experts had concluded their labours, that it was necessary to abandon the idea of approximating the transport nomenclature to the Customs nomenclature. Any such assimilation threatened to produce a transport nomenclature out of harmony with the essential requirements of satisfactory transport statistics. The Committee drew the attention of the Customs Experts, while the Committee of the latter was still sitting, to certain serious difficulties, from the transport standpoint, inherent in certain parts of the proposed Customs nomenclature; but it was found later that the difficulties referred to had not been eliminated from the Customs nomenclature in its final form, and that in the case of certain other products as well the Customs Experts had adopted a classification which was inconsistent with the requirements of transport statistics.

The Committee continues, however to hope that it will be possible to arrange for comparability between its proposed nomenclature and the nomenclature which is to be prepared by the Committee of Statistical Experts set up under the International Convention of December 14th, 1928, relating to economic statistics. In that case, however, changes may subsequently be required in the case of certain groups of items in the Committee's nomenclature.

On the question of what should be regarded for the purpose of the statistics as a single transport the Committee proposes to adhere, generally speaking, to the conception of goods transported without transshipment, excepting cases of transport by rail where there is transshipment from wagon to wagon but only a single way-bill. The Committee recognised that it would be more complete if the statistics were to include all goods transported with transshipment, so as to make it possible to follow the goods from their point of departure to the place of their final unloading; but it was of opinion, on the other hand, that the preparation of such statistics, at any rate under present circumstances, would in practice meet with very considerable difficulties.

The Committee further made a recommendation for the compilation of general statistics on direct transshipments from vessels to wagons, in order to make it possible to form an appreciation of the extent of this form of traffic.

As regards the basis of collection of the particulars required for the compilation of transport statistics, the Committee, while taking as its starting-point the principle of an obligatory declaration, endeavoured to facilitate the application of its proposals by providing that the declaration — a uniform model for which it drew up — should only be required where the way-bill or Customs declaration do not themselves contain the information necessary for drawing up the proposed lists. Further, the model forms of declaration proposed relate only to maritime and inland navigation, since in the case of the railways all the necessary particulars required for the statistics are already available in the way-bills or receipts as well as in the accounts of the railway administrations.

In the case of maritime navigation statistics especially, the Committee considered it desirable to group the foreign regions of loading and unloading, in the case of each class of goods as well as in the aggregate, into two zones — *i.e.*, in respect of the maritime districts of

the country in which the statistics are compiled, firstly the zone within which the whole of the transports may be regarded as short-distance traffic, and secondly the zone within which the whole of the transports may be regarded as constituting long-distance traffic. Two criteria were proposed as a means of distinguishing between short-and long-distance traffic — viz., (a) delimitation for each separate group, taking into account the special requirements of each case, and (b) a general criterion of international trade relations over a specified length of journey. It was ultimately decided to propose the second of these two criteria and to specify, merely by way of indication, the figure 2,000 nautical miles as a basis for the delimitation.

In its recommendations with regard to railways, the Committee proposed that the statistics should not relate to secondary lines, on the ground that their compilation would not add much value to the aggregate statistical information, while it would involve considerable additional effort. At the same time, in order not to restrict the comparability of the particulars of traffic in the different countries, there is a provision that the secondary lines excluded from the statistics are not to represent in the aggregate more than 5 per cent either of the traffic or receipts of the railways of the country concerned.

In the case of passenger traffic on the railways, the Committee came to the conclusion that the railway administrations had not sufficient information at their disposal to enable statistics of any accuracy to be drawn up on the subject of passenger traffic according to the places of departure and destination. In these circumstances, it was unable to make any recommendation with regard to the compilation of statistics in regard to this traffic.

As regards administrative and technical statistics relating to railways, in particular statistics with regard to the financial results of their operation, the Committee found that the remarkable statistical publications of the International Railway Union already afford a large amount of valuable information as to the lines operated by administrations belonging to the Union. The Committee accordingly decided to propose that, for the purpose of international unification, the particulars to be furnished with a view to the statistics of this character should be on the same lines as those adopted by the International Railway Union in the case of its members. Accordingly, the model tables of these statistics are also taken from the statistical publications of the Union.

Lastly, the Committee found that, in the case of inland navigation statistics, as distinguished from railway and maritime navigation statistics, particulars of passenger traffic were of interest only on certain navigable waterways, and it accordingly did not propose the inclusion in the statistics of lists of the numbers of passengers transported. Similarly, with the question of whether it would be desirable in the statistics of the use of navigable waterways to include particulars of the use made of the depths available by means of draught measurements, the Committee was of opinion that the question was of no real importance in the case of permanently canalised or regularised rivers, and accordingly made no proposal on the subject. On the other hand, the Committee considered that, in the case of rivers the regularisation of which is not complete, it would be eminently desirable for statistical information to be regularly supplied on as complete a scale as possible in order to allow of comparison of the depths available and the draughts used.

* * *

This report confines itself to giving some explanation of the principles on which the Committee's proposals are based. The details of their application will be clear from perusal of the text of the proposals themselves.

DRAFT INTERNATIONAL CONVENTION ON TRANSPORT STATISTICS
together with
REGULATIONS RELATING RESPECTIVELY TO MARITIME
NAVIGATION, RAILWAYS AND INLAND NAVIGATION.

DRAFT INTERNATIONAL CONVENTION ON TRANSPORT STATISTICS.

(Text adopted by the Drafting Committee of the Committee for the Unification of Transport Statistics at its second session held at Geneva, July 1st to 10th, 1931.)

Article 1.

The Contracting States undertake to compile and publish for each calendar year transport statistics concerning maritime navigation, railways, and internal navigation (including raft traffic) in accordance with the provisions of the present Convention, its Regulations and Annexes.

Such statistics shall include :

(a) Annual returns of transport from one area to another and inside the same area, for each of the three means of transport above mentioned ;

(b) Annual returns of the movement of sea-going vessels.

Article 2.

The returns provided for in the present Convention and in its Regulations shall cover :

(a) All goods traffic by sea-going vessels or craft used in internal navigation without transshipment ;

(b) All goods traffic by rail on a single way-bill, and all railway traffic carried without transshipment on successive way-bills, where the place of loading is known in the territory of unloading.

Article 3.

Transshipment within the meaning of Article 2 (a) shall not be deemed to have taken place :

1. When the vessel or craft has to be lightened by reason of a change in the state of the channels or by reason of any other unforeseen circumstance, and when the vessel or craft and the part of its cargo taken out to lighten it are unloaded in the same place ;

2. When, by reason of damage incurred, it is found impossible for the vessel or craft to complete its voyage and the goods are carried to the place of unloading by another vessel or craft.

Article 4.

Traffic carried from one point to another in the same port or from one station to another in the same locality shall not be included in the traffic referred to in Article 2. Nevertheless, it is desirable to include such transports in the returns if effected on a separate way-bill.

Article 5.

In the case of goods loaded or unloaded elsewhere than in a station or port, each contracting State shall determine which station or port is to be considered in each case as the place of loading or unloading.

Article 6.

For the purpose of compiling the transport statistics, the territories of the several States shall be divided into districts, each of which shall be given a number.

This division shall be based mainly on economic and technical considerations without necessarily coinciding with the administrative boundaries.

When the importance of a port or group of contiguous ports or of a locality justifies such a step, the said port or group of ports or locality may constitute a separate district.

The boundaries of the districts shall be the same in the case of the three means of transport to which Article 1 relates, unless special circumstances in connection with the different means of communication in particular localities necessitate minor exceptions to these rules.

When the particular conditions of one of these means of transport do not justify a detailed division, the contracting States shall be entitled to group two or more districts together in respect of the means of transport concerned.

Article 7.

At the date of deposit of the instruments of ratification of the present Convention, or notification of accession thereto, the contracting States shall communicate to the Secretary-General of the League of Nations lists of their districts showing the boundaries of the latter. These lists shall be immediately brought to the notice of contiguous signatory or acceding States through the Secretary-General.

Within four months from the date on which such communication is made, the contiguous signatory or acceding States shall be entitled to submit any observations they may have to make with regard to the said lists or boundaries.

Within three months dating from the expiry of the period provided for in the previous paragraph, final lists and boundaries of districts, as fixed by each of the contracting States after consideration of such observations as may have been made, shall be transmitted to the Secretary-General of the League of Nations for notification to all signatory or acceding States.

The same procedure shall be followed in the case of any later modifications in the number or boundaries of districts, as well as in the case of the notification for which Article 19 provides.

Article 8.

Each State shall determine, in the case of all navigable waterways with outlets to the sea, the normal up-stream limit of maritime navigation and the normal down-stream limit of inland navigation.

Where the maritime portion of the waterway is situated in the territory of more than one State, the respective limits shall be determined jointly by the States concerned.

The decision in regard thereto shall be transmitted to the Secretary-General of the League of Nations for communication to the other contracting States at the time of deposit of the instruments of ratification or notification of accession.

Article 9.

The goods traffic referred to in Article 2 shall be grouped for transport statistical purposes in accordance with the nomenclatures prepared for the purpose (see Annexes A, B, C and D).

The nomenclature shown in Annex A represents the minimum obligatory nomenclature.

The contracting States may at any time declare in an additional Protocol, which shall be open for this purpose at the date of signature of the present Convention, that they adopt the nomenclature shown in Annex B in the place of nomenclature A, either for all the three means of communication or for any one of them.

They may also declare under the same conditions that they adopt the nomenclature shown in Annex C. Nevertheless, the effect of this declaration may be limited to certain maritime ports or to certain waterways. In the case of the waters of a river system situated in the territory of several States, this declaration may be made subject to one or more of the riparian States of the said river system also adopting the same nomenclature.

In the case of goods which are a specially important element of their traffic, the contracting States may supplement the nomenclature they have adopted by including items from more detailed nomenclatures or by making use for the purpose of Annex D.

Article 10.

Goods shall be classified under the nomenclatures used in accordance with the alphabetical list in Annex E.

Article 11.

Shipments of less than 500 kilogrammes of goods included in the same item of the nomenclature used, and carried

(a) By a vessel or craft in the course of one and the same voyage from the same port of loading to the same port of unloading, or

(b) By rail under the same way-bill, shall not be included in the returns to which Article 2 relates.

Article 12.

Traffic carried by ferry-boat shall always be regarded as maritime traffic for that part of the journey which lies between the point at which the goods are transferred to the ferry-boat and the point at which they leave it.

Traffic by ferry-boat shall also be regarded as railway traffic in all cases in which it is shipped in a railway truck on a through way-bill involving transport by rail as well as transport by ferry-boat.

Article 13.

Where the way-bills or Customs declarations, whether general or special, do not make it possible to obtain the information necessary for compiling the statistics for which the present Convention provides, the contracting States undertake to make it compulsory to employ a statistical declaration drawn up in accordance with the models hereto annexed (Annexes F and G¹), containing at the least the particulars therein specified.

Article 14.

The Regulations annexed to the present Convention shall have the same force, value and duration as the Convention itself.

Article 15.

With a view to facilitating the application of the present Convention, there shall be constituted a "Committee of Transport Statistics". The members of this Committee shall be appointed from the nationals of the contracting States by the Advisory and Technical Committee for Communications and Transit, which for the purpose of such appointments shall be supplemented by members appointed in the proportion of one member per State by contracting States which are not members of the Communications and Transit Organisation.

The term of office of members of the Committee shall be four years.

The number of members of the Committee shall be a third of the number of States which are parties to the present Convention at the time of the institution or renewal of the Committee, but not less than six.

Article 16.

Proposals for the amendment of the present Convention or its Regulations or Annexes by one of the contracting States shall be submitted to the Committee of Transport Statistics, which shall state its opinion thereon, giving reasons therefore.

The Committee shall propose coefficients of equivalents, as provided in the Regulations I, Article 8, and III, Article 9, between the weights on the one hand and the volumes and units of the different categories of goods on the other hand.

The Committee may of its own initiative suggest amendments to the Convention or its Regulations or Annexes in virtue of changes in economic or technical conditions or difficulties encountered in the practical application of the Convention.

Opinions, proposals or suggestions of the Committee under the present article shall be communicated by the Secretary-General of the League of Nations to all the contracting States, including those having deposited instruments of ratification or accession which have not yet become effective.

Article 17.

Each of the contracting States shall transmit to the Secretary-General of the League of Nations, not later than the date on which the present Convention comes into force in its territory, official or unofficial publications containing :

(a) A list of the maritime ports in its several statistical areas showing the region and, in the case of areas to which the present Convention applies, the district ;

(b) A list of the railway stations showing the area and, in the case of the areas to which the present Convention applies, the district ;

(c) A list of the inland navigation ports showing the area and, in the case of the areas to which the present Convention applies, the district. Such lists shall include the places where rafts are formed and broken up.

In the absence of such publications, each contracting State shall draw up and forward the lists in question to the Secretary-General of the League of Nations, who shall transmit them to the other contracting States concerned.

Each contracting State shall notify the Secretary-General of the League of Nations every three months of such changes as have been made in the several lists above mentioned, and the Secretary-General shall communicate such changes to the other contracting States concerned.

The Committee of Transport Statistics shall keep the collection of lists up to date. It shall suggest such measures as it may consider desirable for ensuring that the lists are of such a character as to allow of comparison.

¹ Railway way-bills contain all the particulars required ; and no provision has therefore been made for specimen statistical declarations in the case of railway traffic.

The Committee shall publish from the means of information at its disposal the following lists for the territories of non-contracting States :

- (a) A list of maritime ports ;
- (b) A list of railway stations ;
- (c) A list of inland navigation ports.

Further, the Committee shall publish a comprehensive summary of the maritime ports of all contracting and non-contracting States alike.

The above publications of the Committee shall be transmitted to the contracting States by the Secretary-General of the League of Nations.

Article 18.

No provision of the present Convention or of its Regulations should be interpreted as imposing obligations or conferring rights incompatible with the Treaties, Acts or Conventions governing international waterways.

Article 19.

The present Convention shall apply to the whole of the territories of the contracting States, including colonies, protectorates and territories under suzerainty or mandate. Nevertheless, when ratifying the present Convention or acceding thereto, the contracting States may declare that they will not apply it to one or more of their territories having a special statistical organisation. They may subsequently cancel such reservation in respect of any or all of the reserved territories by merely notifying the Secretary-General of the League of Nations. Such notification shall become effective within the time-limits laid down in the present Convention for ratification or accession.

Article 20.

When ratifying the present Convention or acceding thereto, the contracting States may declare that they reserve the right to put it into force only as regards one or two of the means of transport to which Article 1 relates. In such case, the contracting States may not act on the provisions of the present Convention in relation to the other contracting States except as regards the said one or two means of transport. They may cancel such reservation in respect of the one or two means of transport reserved by subsequent notification of the Secretary-General of the League of Nations. Such notification shall become effective within the time-limits laid down for ratification or accession.

Article 21.

Nine months after the date of the last deposit of the ratifications or accessions of ten States, the present Convention shall come into force for every State which has ratified it or acceded thereto at the time of such deposit. It shall be registered by the Secretary-General of the League of Nations on the date of its coming into force. It shall come into force for States which ratify it or subsequently accede thereto nine months after the deposit of their instruments of ratification or accession.

Article 22.

The coming into force of the Convention shall take effect only in regard to statistical publications relating to the second calendar year following that in which the above-mentioned period of nine months has expired.

Article 23.

Any State may make the effect of its ratification or accession in respect of one or more of its statistical areas dependent on ratification or accession by one or more States (to be specified by it in its instrument of ratification or accession) in respect of one or more of their statistical areas.

Article 24.

The opinions and suggestions of the Committee on Transport Statistics involving any modification in the annexes to the present Convention, and the proposals of this Committee referred to in the second paragraph of Article 16, shall be put into application upon approval by all the States referred to in the last paragraph of the same Article.

They shall become effective in regard to the statistical publications for the second calendar year following that in which the last notice of approval was received by the Secretary-General of the League of Nations, who shall immediately notify receipt thereof to all the above-mentioned States.

Article 25.

A Conference for the revision of the present Convention and its Regulations shall be summoned by the Council of the League of Nations if a third of the contracting States so request. Further, the Council may at any time summon a Conference for revision on the proposal of the Committee on Transport Statistics.

REGULATIONS I CONCERNING STATISTICS FOR MARITIME NAVIGATION.

Chapter A.

TRANSPORT OF GOODS.

Article 1.

The maritime districts within the meaning of the present Regulations shall be all districts in which there are one or more ports used even subsidiarily by maritime navigation, even when they are separated from the coast to which their channel of access leads by one or more other districts, whether belonging or not to the same statistical territory.

Article 2.

For the purpose of the compilation of maritime statistics the territories of the various States shall be divided into regions. These regions shall be grouped together as provided for in Annex H.

The regions shall be composed of the maritime districts situated on the same coast, even if access to the sea is only obtained through the territory of another State ; the limits of the maritime districts shall be fixed in such a manner that the whole of each district may be included in one single region.

Article 3.

The statistics shall show in respect of each maritime district (see Annex J, Table 1) for each of the items of the nomenclature used, and for the whole of the goods, the traffic carried :

1. In home maritime trade :
 - (a) Between ports of the same districts ;
 - (b) To and from each of the other maritime districts of the same area ;
2. In foreign maritime trade :
 - (a) To and from each region other than that of which the district in question forms part, in so far as the traffic is not between ports of the same statistical area, and should the region of which the district in question forms part extend over more than one statistical area ;
 - (b) To and from each statistical area other than that of which the district in question forms part.

However, when the importance of the traffic between the district in question and one or more districts of another statistical area makes it necessary, the traffic to and from the district or districts in question should be shown separately.

On the other hand, when the small importance of the traffic of the district in question with certain areas of any group makes it unnecessary to show separately its traffic with each of these regions, the said regions may be shown together under the heading : " Other regions of the X group ".

Article 4.

As regards the different classes of traffic referred to in the preceding Article, there shall be stated (see Annex J, Table 2) as far as possible (in respect of all goods, both on despatch and on arrival, on the one hand as concerns the total home maritime trade, and on the other hand as concerns the foreign maritime trade, from district to region) that part carried under the national flag and that carried under each of the principal foreign flags, up to a total of 75 per cent of the home trade and 75 per cent of the foreign trade.

Article 5.

In the case of traffic from a port of any country to another port of the same country, a distinction may be made between national or nationalised goods carried and foreign goods which are carried under Customs supervision.

Article 6.

It is desirable to divide the statistical regions, areas and districts, in respect of each of the items of the nomenclature used, into two zones — *i.e.*, in respect of the district in question — firstly, the zone within which traffic may be regarded as short-distance traffic ; and, secondly, the zone within which traffic may be regarded, when taken as a whole, as constituting long-distance traffic.

This division shall be based on a general criterion of a length of voyage of 2,000 sea miles.¹

¹ The figure 2,000 sea miles is merely an indication.

Article 7.

For the purpose of the present Regulations the expression " goods " includes :

1. Mail ;
2. Solid and liquid fuel for the ship's own use.

Goods referred to under (1) and (2) above must, however, be shown separately.

The amount of goods carried by ferry-boats but loaded on railway wagons shall also be shown separately.

Ships, floating docks, dredgers, cranes, floating elevators and other similar floating appliances, when delivered as goods without being loaded on ship, shall not be included in the statistics of the home maritime traffic, but shall be shown separately under the foreign maritime traffic.

Goods carried for the purpose of the service to which they belong by vessels employed on Government work of any kind, including those of the hydro-technical services, and for research, shall not be included in the returns provided for by Article 2 of the present Regulations.

The yield of fisheries shall not be included under goods unless carried in a manner otherwise than when transported on the fishing vessel itself or on a hunting vessel.

Statistics shall not take account of goods carried as ballast and without bill of lading.

Article 8.

The quantities appearing in the statistics shall show the gross weight of goods. This gross weight is indicated in tons of 1,000 kilogrammes in countries using the metric system. Countries using another unit of weight shall indicate at the head of their statistics the figure for conversion of such unit into metric tons.

When the transport or Customs documents used only show the cubic content or number of articles or packages, the weight shall be estimated by means of coefficients of equivalence previously fixed by agreement between Governments of contracting States on the proposal of the Committee on Transport Statistics.

Where freight charges are habitually calculated on cubic content, it is desirable that the statistics should show the cubic content alongside the weight. Where an item of nomenclature is used to include both goods for which the cubic content is shown and other goods for which such information is not given, the equivalent weight of the former should be mentioned.

Chapter B.

MOVEMENT OF VESSELS BY SEA.

SECTION I. — STATISTICS OF VOYAGES.

Article 1.

The statistics shall show, in respect of each of the maritime districts, the figures for the movement of vessels (number and net tonnage) in foreign maritime traffic, proceeding loaded or under ballast from and to each group of regions (see Annex J, Table III).

These figures shall be given separately, both as regards arrivals and departures, in respect of vessels flying the national flag and, in order of importance, those flying foreign flags when, taken together with the national flag, they represent at least 75 per cent of the total net tonnage.

For the purposes of this Article, a vessel on a voyage involving a call in a territory other than that of the district referred to shall be regarded as engaged in foreign maritime traffic.

Article 2.

For the purposes of the preceding Article and having regard to the last paragraph of the said Article, the following rules shall be observed :

(a) *Port of sailing.* — The following shall be regarded as port of sailing :

1. In the case of tramps arriving under load, the most distant port in another statistical area at which the vessel has taken cargo on board consigned to the district in question ;
2. In the case of tramps arriving under ballast, the last port of call in another statistical area ;
3. In the case of vessels of regular steamship lines, the place from which the vessels of the line sail, or the terminus.

(b) *Ports of destination.* — The following shall be regarded as ports of destination :

1. In the case of tramps leaving a port under load, the most distant port in another statistical area for which cargo has been taken on board in the district in question ;

2. In the case of tramps leaving under ballast, the first port of call in another statistical area ;

3. In the case of vessels of regular steamship lines, the terminus or the place from which the vessels of the line sail.

(c) *Circular lines.* — Vessels of circular lines shall be shown in a separate column.

Article 3.

In the case of foreign maritime traffic and as regards vessels which (during their voyage from or to the port of departure or destination) may touch at a port in another district of the same statistical area, the figures in respect of number, net tonnage and flag of vessels so touching shall be supplied separately.

In the case of foreign maritime traffic and in respect of those vessels which (during their voyage from or to the port of departure or destination) may touch at a port in another statistical area of the same group or another group than the one from or to which they are bound, the figures in respect of number, tonnage and flag of the vessels in question shall be given separately as regards these two kinds of calls.

The provisions of the two preceding paragraphs in regard to calls shall be applied as regards circular lines :

1. In respect of the area in which the district in question is situated if the vessel has touched at a port in another district of the said area ;

2. In respect of each of the statistical regions of the same group and in respect of each of the groups in which the vessel has touched.

The flags referred to in the present Article are those determined for each group by the application of the last paragraph but one of Article 1.

Article 4.

A table shall be drawn up for the whole of the statistical area indicating the total movement (number and net tonnage) of vessels entering and leaving in foreign maritime traffic, the traffic of each group being given separately.

In determining the total foreign maritime traffic, the necessary steps shall be taken to avoid statistics being given twice over in regard to different districts of the same area.

Article 5.

No account shall be taken in the statistics of vessels entering a port under distress and leaving it without loading or unloading goods, taking fuel or undergoing repairs.

Warships, police or inspection vessels and in general ships engaged in any way on government duty, pleasure vessels (yachts), fishing or hunting vessels, ice-breakers, and tugs shall also be excluded when solely used for such purpose.

Article 6.

The following may be mentioned separately :

(a) Vessels fuelling ;

(b) Vessels having undergone repairs ;

provided that they neither load nor unload cargo in the district in question.

SECTION II. — PORT STATISTICS.

Article 7.

In the case of each port of sufficient importance to justify such a procedure, the statistics shall show the movement of all vessels (number and net tonnage) with the exception of vessels mentioned in Article 5 (see Annex J, Table 4). The following may, however, be shown separately :

1. Sea-going tugs ;

2. Vessels referred to in Article 6.

Statistics for vessels entering the port shall show separately :

1. Vessels entering under load and carrying out operations connected with unloading in the port ;

2. Vessels entering under load and not carrying out any unloading operations in the port ;

3. Vessels entering in ballast.

Statistics for vessels leaving the port shall show separately ;

1. Vessels leaving under load after having taken on cargo in the port ;
2. Vessels leaving the port under load without having taken cargo on board in the port ;
3. Vessels leaving in ballast.

In the case both of vessels entering and of vessels leaving, the statistics shall show the movement (number and net tonnage) of vessels flying each different flag. But flags only sparsely represented in the traffic of the port may be grouped under the heading "Other Flags" without being mentioned separately.

Article 8.

The statistics shall show the total weight of cargo taken on board and of cargo unloaded. Articles 7 and 8 of Chapter A of the present regulations shall be applicable in the case of such data.

Article 9.

Vessels entering and leaving shall be divided into the following categories :

1. Vessels without means of mechanical propulsion ;
2. Vessels having both sails and engines as means of propulsion ;
3. Steamships ;
4. Motor-ships.

Should the net tonnage of vessels of the first category be less than 2 per cent of the total, categories 1 and 2 may be amalgamated together.

Article 10.

With a view to the application of Article 7, passengers taken on board or disembarked shall be treated on the same footing as cargo loaded or unloaded.

The taking on of supplies for the ship shall not be regarded as constituting the taking on of cargo.

Loading and unloading of cargo used as ballast and not under bill of lading is not regarded as loading or unloading for the purposes of Articles 7 and 8.

Article 11.

The information given in the present section shall also be given for the total traffic of the statistical area, regard being had to the observations contained in the second paragraph of Article 4 of the present chapter.

REGULATIONS II FOR STATISTICS ON TRANSPORT OF GOODS BY RAIL.

Article 1.

Statistics of traffic by rail within the meaning of the present Regulations deal with railways in general, with the exception of secondary lines. The contracting States shall themselves decide, in respect of each of their statistical areas, what shall be understood by secondary lines. The total of lines thus excluded shall not represent more than 5 per cent of the traffic or receipts of the whole of the railways of the area. Statistics shall mention by name the railway systems for which figures are given.

Article 2.

Every way-bill shall mention the number of the district of the place of loading.

In the case of traffic passing over the railway systems of two or more statistical areas and reconsigned in a district of either of these areas without unloading, the new way-bill shall, as far as possible, mention the place of loading mentioned in the first document, and the number of the district in which such place is situate.

Article 3.

The statistics shall show (see Annex K, Table 5) for each district, for each item in the nomenclature used and for all goods, the traffic carried :

1. Between stations in the district ;
2. From and to each of the other districts in the same area ;
3. (a) From and to each of the districts of each of the other areas to which the transit regulations apply, or
(b) In the case of areas to which the present regulations do not apply, to and from each area.

Nevertheless, in the case of 3 (a), when the total of the goods carried to and from two or more of the said districts during a statistical year remains in the case of each of them at a figure less than tons, the said districts may be grouped together under the heading of the area of which they form a part.

In the case of reconsignment referred to in Article 2, the traffic shall be considered :

1. As regards the statistics of the district of reconsignment, as forming two distinct shipments :
 - (a) Arriving from the loading district ;
 - (b) Despatched to the unloading district.
2. As regards statistics of the loading district, as a shipment to the district of reconsignment.
3. As regards statistics of the unloading district, as an arrival from the loading district.

Article 4.

The following traffic, when included in the statistics, shall be indicated separately :

1. Mails ;
2. Official traffic, on payment or franco.

Rolling stock, when delivered as goods but not loaded on wagons, shall not be included in the statistics. But when it traverses the railway systems of two or more statistical areas, it shall be separately indicated.

Article 5.

The quantities mentioned in the statistics, in countries using the metric system, indicate the gross weight. This gross weight is given in tons of 1,000 kilogrammes. Countries using another unit of weight shall show at the head of their statistics the figures for conversion of the said unit into metric tons.

REGULATIONS III CONCERNING STATISTICS ON TRANSPORT OF GOODS
IN INLAND NAVIGATION (INCLUDING FLOATING).

Article 1.

The statistics shall show for each district, for each of the items of nomenclature and for all goods (see Annex L, Table 6) the traffic carried :

1. Between ports of the said districts ;
2. To and from districts of the same area ;
3. (a) To and from each of the districts of each of the other areas to which the present Regulations apply, or,
(b) In the case of areas to which the present regulations do not apply to and from each area.

Nevertheless, in the case of 3 (a), when the total of the goods carried to and from two or more of these districts does not during a statistical year exceed tons for each of them, these districts may be grouped together under the area of which they form a part.

Article 2.

As regards the transport of sand, gravel and other products dredged in waterways, the provisions of Article 5 of the Convention shall apply for the determination of the place of loading.

Article 3.

The statistical declaration, when required under Article 12 of the Convention, shall be made at the port of unloading and for goods bound for another statistical area at the exit frontier of the area in which the goods were loaded.

Each contracting State shall further remain free to require under its national laws or regulations a declaration at the port of loading.

Article 4.

The contracting States through whose statistical area goods pass for transshipment from a port of loading to a port of unloading, both situated outside the said area, cannot require in respect of such traffic any information other than that derived from the transport or Customs document, the production of which the authorities in that area have the right to require.

Article 5.

When goods are carried exclusively upstream of the limit, referred to in Article 8 of the Convention, at which inland navigation normally stops, they shall be included solely in the inland navigation statistics.

When goods coming from the sea are carried exclusively downstream of the limit, referred to in Article 8 of the Convention, at which maritime navigation normally stops, they shall not be included in the inland navigation statistics.

When goods coming from the sea are carried without transshipment beyond the limit at which maritime navigation normally stops, they shall be included in the inland navigation statistics (in respect of the portion of the route between the limit of inland navigation and the place of unloading) under a special heading: "Mixed Transport".

The same rules shall apply to goods carried in the opposite direction to those referred to in the two previous paragraphs.

Article 6.

Floated timber shall be included in separate returns.

Article 7.

Shipments of mail, when included in the statistics, should be dealt with in separate returns.

Vessels, dredges, floating cranes and elevators and other floating appliances, when delivered as goods without being loaded on vessels, shall not be included in the statistics. Nevertheless, when they travel on the navigable waterways of two or more statistical areas, they must be shown in separate returns.

Article 8.

For the purpose of the present Regulations, solid and liquid fuel intended for use by the vessel itself shall not be regarded as goods.

Goods carried for service requirements by vessels employed in any capacity by the public authorities, including those of the hydro-technical services, shall not be included in the returns referred to in Article I of the present Regulations.

The statistics shall not take into account goods carried as ballast and without a transport document.

Goods conveyed by ferry from one bank to another of a navigable waterway shall not be considered for the purposes of the present Regulations.

Article 9.

The quantitative figures contained in the statistical returns shall show the gross weight in tons of 1,000 kilogrammes in the case of countries using the metric system. Countries using another unit of weight should indicate at the head of their statistics the figure for conversion of such unit into metric tons.

When the transport or Customs documents used only show the cubic content or the number of units or packages, the weight shall be estimated by means of coefficients of equivalence fixed by agreement between the Governments of the contracting States on the proposal of the Committee on Transport Statistics.

Where freight charges are habitually calculated on cubic content, it is desirable that the statistics should show the cubic content alongside the weight. In the case of an item of nomenclature used, including both goods for which the cubic content is shown and other goods for which such information is not given, the equivalent weight of the former should be mentioned.

RECOMMENDATIONS
WITH REGARD TO ADMINISTRATIVE AND TECHNICAL STATISTICS
concerning
MARITIME NAVIGATION, RAILWAYS AND INLAND NAVIGATION
RESPECTIVELY

RECOMMENDATION WITH REGARD TO ADMINISTRATIVE AND TECHNICAL
STATISTICS CONCERNING MARITIME NAVIGATION.

Countries should furnish each year a statistical return of the merchant vessels registered in their respective territories. These returns should be prepared on the basis of the information contained on January 1st in the inscription or matriculation register and should include vessels in existence on January 1st.

Effectives of the Mercantile Marine divided into Five Categories and into Groups according to Gross Tonnage. (See Annex I, Table 7.)

The returns should be drawn up by the port or place of registration and should give at least the following particulars :

- I. Number of vessels without mechanical means of propulsion.
 - (a) Sailing vessels ;
 - (b) Sea-going barges.
- II. Vessels having both engines and sails as means of propulsion.
- III. Steamships.
- IV. Motor-vessels.
- V. Tugs.

These particulars should be given with a division of the vessels of each of the foregoing categories into groups according to their gross tonnage ; this division should be at least as detailed as the following :

100 tons and over, up to	500 tons
500 " "	1,000 "
1,000 " "	2,000 "
2,000 " "	3,000 "
3,000 " "	4,000 "
4,000 " "	5,000 "
5,000 " "	6,000 "
6,000 " "	8,000 "
8,000 " "	10,000 "
10,000 " "	15,000 "
15,000 " "	20,000 "
20,000 " "	30,000 "
30,000 " "	and over.

For each group, the number of vessels and total gross tonnage should be indicated.

For the groups of categories I, II, III and IV, the net tonnage and the maximum draught when loaded should also be indicated.

For the groups of categories II, III, IV and V, the total horse-power of the engines should be indicated.

Division of Vessels into groups according to Age. (See Annex I, Table 8.)

Returns should also be provided sub-dividing for the whole territory of each country the vessels of each of categories I to IV according to age. In each category the number of vessels, total gross tonnage and total net tonnage should be given for each of the following groups :

1. Vessels of less than 2 years.
2. Vessels of 2 to 5 years.
3. Vessels of 5 to 10 years.
4. Vessels of 10 to 15 years.
5. Vessels of 15 to 20 years.
6. Vessels over 20 years.

The age of vessels should be counted from the date on which the first certificate of registry or of nationality was issued.

Division of Vessels according to their Principal Use. (See Annex I, Table 9.)

Countries should furnish a return of vessels classified at a given date according to the principal purpose for which they are used, as follows :

- Passenger vessels¹ ;
- Cargo vessels (with special indication of tankers).

For each class the table should show the number of vessels, their total gross tonnage, their total net tonnage in tons register and their cargo capacity.

The returns should distinguish between steamships and motor-vessels; among steamships separate mention should be made of ships able to use crude oil (mazout) and turbine vessels.

Vessels not included in the Returns.

Vessels of under 100 tons gross tonnage may be excluded from the different returns.

In the case of tugs, account should only be taken of sea-going tugs of more than 500 horse-power.

The returns should not include pleasure vessels, fishing boats, including auxiliary carriers, pilotage and salvage ships and boats, ships employed in any capacity by the public authorities, and ships belonging to the hydro-technical services.

Should vessels of these different categories be habitually used for the commercial transport of passengers or goods, they should nevertheless be included in the general returns. For each category of ships excluded, separate tables may be furnished giving the different particulars mentioned in the present Recommendation.

Vessels not in Service. (See Annex I, Table 10.)

Each country should furnish annually a special return giving for the beginning of each quarter the number, total gross tonnage and total net tonnage of vessels not in service, making a distinction between vessels temporarily laid up and unseaworthy vessels.

Acquisitions and Losses. (See Annex I, Tables 7 and 9.)

Each country should furnish a separate return of new acquisitions and losses in the mercantile marine during the past year. These acquisitions and losses should be divided on the one hand according to the categories of vessels I to V indicated for the return of the effectives of the mercantile marine, and on the other hand according to the use of the vessels (passenger ships, cargo ships, tankers). As regards acquisitions, the return should show new ships constructed in the country or abroad, purchases of other ships from abroad and changes of categories ; as regards losses, ships broken up or laid up, ships sold abroad and changes of categories.

Crews. (See Annex I, Table 11.)

Countries should supply annually a return of the effectives of the crews on board vessels in service at a given date.

These returns should distinguish for each of the categories I to V referred to above, and for each of the groups into which vessels are divided according to gross tonnage between :

- Deck crew
- General service personnel.

In the case of vessels with mechanical means of propulsion, they should also indicate the effectives of the engine-room department.

Statistics of Passengers. (See Annex I, Table 12.)

Countries should supply statistics of the number of passengers taken on board and landed during each year.

These statistics should be compiled for each of the principal ports.

For each port the tables should show the areas where the passengers are to land or have come on board, if necessary classifying areas where the passenger traffic is of small importance under the heading "Other Areas". Passengers bound for or coming from ports situated in the same statistical area may, however, be excluded.

These statistics should distinguish between the principal flags up to 75 per cent of the total.

¹ As passenger vessels should be counted all vessels designed to carry at least twelve passengers and supplied with a special certificate for this purpose.

The number of emigrants and immigrants should be indicated separately and divided according to nationality.

No account should be taken of emigrants or immigrants proceeding from one European country to another.

Travellers using ferry-boats should not be included in the statistics.

If the cruising traffic is included in the statistics, this traffic should be dealt with in separate tables.

RECOMMENDATION WITH REGARD TO ADMINISTRATIVE AND TECHNICAL STATISTICS CONCERNING RAILWAYS.

The administrative and technical statistics of railways referred to in the present Recommendation relate to railways in general, with the exception of secondary lines. Countries will themselves decide, in respect of each of their statistical areas, what should be understood by secondary lines. The total of lines thus excluded should not represent more than 5 per cent of the traffic or receipts of the whole of the railways of the area. Statistics should mention by name the railway systems for which figures are given.

1. *Description of lines.* (See Annex II, Table 13.)

Countries should furnish each year a general description of the lines of their railway system accompanied by a map, this description indicating for each of the administrations and for the different gauges :

(a) The length of lines on December 31st, distinguishing, on the one hand, between electrified and non-electrified lines and indicating the average length operated for each, and, on the other hand, between single-track, double-track, treble-track or multiple-track lines ;

(b) The length of each of the principal lines ;

(c) Constitution of the lines according to their profile (horizontal or gradient, and degree of the latter), and according to their direction (straight or curved).

2. *Traction material.* (See Annex II, Table 14.)

The statistics supplied should indicate for each of the administrations and for the different gauges :

(a) The number of steam locomotives and locomotives with special systems, distinguishing in the former case between locomotives with a separate tender and machine-tenders, classified according to the number of motor axles or coupled axles ;

(b) The number of electric locomotives, classified according to the number of motor axles or coupled axles ;

(c) The number of rail-motors according to their system (steam, electric, special).

3. *Rolling-stock.* (See Annex II, Table 15.)

The statistics supplied should indicate for each of the administrations, for the material belonging to it and for the material not belonging to it but registered in its yards, and for the different gauges :

(a) Coaches, according to the number of axles and the number of seats for the different classes ;

(b) Luggage vans, according to the number of axles ;

(c) Wagons, covered, uncovered, with high sides, low sides or without sides (floats), and of special types, according to the number of axles and stating for each of these categories the average loading capacity per axle in tons.

4. *Distances travelled.* (See Annex II, Table 16.)

The statistics supplied should indicate for each of the administrations and for the different gauges the distance travelled in kilometres :

(a) By trains of the different categories (passenger, goods, other) ;

(b) By steam or electric locomotives employed for the traction of trains, as reinforcement, for shunting or detached ;

(c) By rail-motors ;

(d) By vehicles of different categories (carriages, vans, loaded and empty wagons) including vehicles foreign, indicating the distance travelled in axle-kilometres and carriage- or wagon-kilometres.

5. *Passenger traffic.* (Annex II, Table 17.)

The statistics supplied should indicate for each of the administrations and for the different gauges :

- (a) The number of passengers carried in the different classes ;
- (b) The number of passenger-kilometres in the different classes and per axle-kilometre or carriage-kilometre and train-kilometre ;
- (c) The number of tons and ton-kilometres of baggage carried.

6. *Goods traffic.* (See Annex II, Table 18.)

The statistics supplied should indicate for each of the administrations and for the different gauges :

- (a) The number of tons and ton-kilometres of goods in commercial transport carried as express parcels or “ *grande vitesse* ” and “ *petite vitesse* ” ;
- (b) The number of tons and ton-kilometres of goods carried on service ;

The totals in ton-kilometres should also be given per kilometre operated and per axle-kilometre, per wagon-kilometre and per train-kilometre.

Lastly, the average distance travelled per ton in commercial transport and in total traffic should be indicated.

7. *Traffic receipts.* (See Annex II, Tables 19, 20 and 21.)

The statistics supplied should indicate for each of the administrations and for the different gauges :

- (a) The total receipts of passenger traffic by classes ; the average receipts per passenger by classes ; the average receipts per passenger-kilometre by classes ; the receipts per kilometre operated ; and, lastly, the baggage receipts ;
- (b) The total receipts of goods traffic, separately for the different categories of commercial transport and service transport ; the average receipts per ton carried and the average receipts per ton-kilometre for the same categories of traffic ; lastly, the receipts per kilometre operated.
- (c) The total receipts of passenger and goods traffic combined, stating the totals of the different categories and their percentage in relation to the grand total ; lastly, the receipts per kilometre operated and per train-kilometre.

8. *Operating Expenses.* (See Annex II, Table 22.)

The statistics supplied should indicate for each of the administrations and for the different gauges the operating expenses, with separate indication of the expenditure on personnel for the following categories :

- (a) General administration ;
- (b) Movements and traffic ;
- (c) Track and buildings ;
- (d) Material and traction ;
- (e) Miscellaneous.

Similarly, the grand total should be given for expenditure on staff, distinguishing between salaries, wages and management allowances, and for expenditure other than on staff, together with the coefficient of operation,¹ the expenditure per kilometre operated and the expenditure per train-kilometre.

9. *Staff.* (See Annex II, Table 23.)

The statistics supplied should indicate for each administration and for the different gauges the total effectives in personnel and their distribution among the different administrative, operating, workshop, etc., services ; they should also indicate the total effectives in personnel per kilometre operated, per 1,000 train-kilometres and per 100,000 axle-kilometres, or per 100,000 vehicle-kilometres.

10. *Fuel and Electric Power.* (See Annex II, Table 24.)

The statistics supplied should indicate for each of the administrations and for the different gauges the quantities of fuel consumed by categories, and should state the calorific power for each of these categories, and the quantity of electric power consumed in kw. hours.

¹ The coefficient of operation is the ratio between the grand total of expenditure and the grand total of receipts.

11. *Taxation.* (See Annex II, Table 25.)

The statistics supplied should indicate for each administration and for the different gauges the amount of taxes :

(a) Which are recovered direct from the public in the form of taxes on the price of conveyance, divided according to the different categories of transport and in the form of stamps on way-bills and taxes on documents ;

(b) Which are not recovered direct from the public — *i.e.*, different categories of taxes included in the operating expenses and the taxes on documents ;

(c) The total taxes per kilometre operated.

These statistics should also indicate the saving effected by the State as a result of the rebates on prices granted under the monopoly or concession agreements, for each different category of rebate, as well as the other savings, as compared with the prices charged to commerce resulting from friendly agreements concluded between the State and the main railway systems.

Lastly, the total taxes and savings should also be given per kilometre.

12. *Form of Statistics.*

The statistical returns dealt with in points 1 to 11 above should be given in the form of tables (see Tables 13 to 25). These tables should, further, be numbered, as in Annex II. Similarly, the columns of these tables should be numbered.

Lastly, in order to compile the various statistics, the method of calculation employed should, as far as possible, be indicated in the form of a brief explanatory note, either before or after the statistical returns. Further, to avoid the necessity of referring each time to the first table, each of the tables should, as far as possible, repeat the average length operated next to the name of the system and for each type of gauge.

RECOMMENDATION WITH REGARD TO ADMINISTRATIVE AND TECHNICAL STATISTICS CONCERNING INLAND NAVIGATION.

I. *Description of Navigable Waterways.*

Countries should supply a short general description and a map of the navigable waterways in their territory, indicating the permanent features of the system of navigable waterways and the main conditions of navigation, and giving a list of the principal ports.¹

This publication should be kept up to date between the issues of complete new editions by means of supplements published if possible at least every two years.

It is also desirable to furnish separate statements regarding each navigable waterway (river, lake or canal), classifying them by basins, and each waterway being divided into sections the limits of which should in all cases coincide with the places where a change occurs in the conditions of navigability.

The description of the waterways system should contain the following particulars (see Annex III, Table 26) :

The length in kilometres of each section of navigable waterway ;

In the case of rivers, the method of technical improvement (dredging, regularisation or canalisation), if any ;

For each section of navigable waterway :

(a) Minimum depth, arithmetic mean of the minima recorded during each of the previous ten years ;

(b) The lowest minimum recorded during the previous ten years and its duration ;

(c) Depth allowing of use recorded for at least 240 days per year, giving this depth for each year and the average for the previous ten years ;

The number of bridges, fixed and movable, for each section, together with the minimum air space above the highest navigable level and the minimum width between the piers of navigable channels at the highest navigable level ;

Number of pontoon bridges for each section ;

Number of falls for each section ;

Number of fixed or movable weirs, with minimum air space above the highest navigable level of navigable channels, if any, and minimum width above this level ;

¹ As principal ports are understood to be those whose total annual traffic (goods discharged and dispatched) amounts to not less than 100,000 tons.

Number of locks at each fall with minimum length and width and the minimum depth at the mitre-sill;

Existing means of traction, specifying the system employed (by tug, by warping or haulage from the bank, etc.), with mention of any complete or partial monopolies;

Average length of stoppages due to ice, floods, drought or repairs;

Brief description of the principal ports, their works, installations and equipment;

Position and capacity of winter shelters;

Position and capacity of construction and repair workshops;

Brief description of improvement works in progress, with probable date of completion;

Brief statement of works completed since last publication.

II. *Vessels employed in Navigation.*

Countries will supply every five years, and as far as possible for years ending in 0 and 5, a statistical return of the vessels employed. A separate return should be supplied for each separate system of navigable waterways; this return should include all vessels of not less than 20 metric tons used for the commercial and industrial transport of goods or the transport of passengers.

The returns should contain at least the following particulars (see Annex III, Tables 27, 28 and 29):

I. Number of vessels without mechanical means of propulsion:

(a) Barges (with special mention of tankers);

(b) Sailing vessels.

II. Number of vessels with mechanical means of propulsion:

(a) Passenger boats;

(b) Cargo boats;

(c) Motor barges (with special mention of tankers);

(d) Sailing vessels with engines;

(e) Tugs.

For each of these categories, with the exception of II (e), the returns should give the number of vessels and the total tonnage for the following groups:

From 20 to 100 tons;	
Over 100 up to 350 tons,	
„ 350 „ „ 600 „	
„ 600 „ „ 1,000 „	
„ 1,000 tons,	

these tonnages being expressed in metric tons of cargo capacity.

For the five categories in II the returns should give the number of vessels and their total power for each of the following groups:

Up to 50 horse-power inclusive;	
Over 50 and up to 100 horse-power inclusive,	
„ 100 „ „ „ 200 „ „	
„ 200 „ „ „ 500 „ „	
„ 500 „ „ „ 1,000 „ „	
„ 1,000 horse-power,	

in each of which mention should be made of the nature of the engine (steam, internal combustion or electric) and of the propelling agent (paddle or screw).

Regarding each category of vessels with or without mechanical propulsion, mention should be made of the material of the hull: iron, wood, mixed (iron and wood), reinforced concrete, etc.

III. *Port Statistics.* (See Annex III, Table 30.)

For ports whose total annual traffic of goods (loaded and discharged) amounts to 100,000 tons, the return should indicate the movement of vessels with and without mechanical means of propulsion (number and cargo capacity at full draught), this number being divided into incoming and outgoing traffic, upstream and downstream, a distinction being made between empty vessels and loaded vessels.¹

¹ Vessels carrying a cargo of less than 500 kilogrammes should be regarded as empty.

The statistics should also give the total tonnage of goods (not divided into categories) loaded and discharged, showing also the direction of the traffic (upstream or downstream). Floated timber should be dealt with in special returns, in the ports where the rafts are originally formed and in the ports of destination. The table should also give the tonnage of goods transhipped from or to railway trucks direct. Fuel carried in the hold, when included in the statistics, should be dealt with separately.

For each port, the total number of vessels, their cargo capacity and the total quantity of goods loaded or discharged, should be divided, as regards both incoming and outgoing traffic, according to the nationalities of the vessels carrying the goods.

The statistics should not include passenger vessels leaving port without having loaded or discharged goods.

Nor should they include warships, police or inspection vessels, and in general vessels engaged in any capacity in Government service, as well as pleasure vessels (yachts), fishing boats, tugs and icebreakers, when they are exclusively used as such.

IV. *Frontier Statistics.* (See Annex III, Table 31.)

The return should show, for each year and for each frontier point, the movements of vessels with and without mechanical means of propulsion (number and cargo capacity at full draught), this number being divided into incoming and outgoing traffic and a distinction being made between empty vessels and loaded vessels.¹

The statistics should not include passenger vessels not carrying goods.

The other categories of vessels mentioned in the last paragraph of Section III above (*Port Statistics*) should also be excluded.

The statistical tables should also give the total tonnage of goods, not divided into categories, showing the direction of arrival or departure.

Floated timber in rafts should, however, be dealt with separately.

The total number of vessels, their cargo capacity, and the total weight of the cargoes should be divided, as regards both incoming and outgoing traffic, according to the nationalities of the vessels carrying the goods.

V. *Statistics regarding the Use made of Navigable Waterways.* (See Annex III, Table 32.)

The return should furnish, for each year, for each section of navigable waterway and for each direction of traffic :

The total number of tons carried on the section, divided into inland traffic, goods shipped, goods received and goods in transit ;

The number of ton-kilometres for the section and the average number of ton-kilometres conveyed over the section (that is to say, the result of dividing the number of ton-kilometres by the length of the section).

Floated timber should be dealt with separately.

Lastly, the statistics should show in the first place, for the whole of each navigable waterway :

1. The total number of tons carried ;
2. The number of ton-kilometres for the waterway ;
3. The average density of traffic for the waterway, without taking into account sections on which there has been no traffic during the year in question.

In the second place, they should show, for the whole waterways system :

1. The total number of tons carried ;
2. The number of ton-kilometres for the system.

VI. *Water-level Graphs.*

Countries should furnish annually day-to-day graphs, corresponding to the standard scales, of the water-levels of rivers with a free current, whether regularised or not, and day-to-day graphs of the depths of water on the mitre-sills which govern navigation.

¹ Vessels carrying a cargo of less than 500 kilogrammes should be regarded as empty.

ANNEXES A-L TO THE CONVENTION AND ITS THREE REGULATIONS

Annex A.

DRAFT NOMENCLATURE OF GOODS.

MINIMUM LIST.

Serial No.	Ref. to Serial No. of the Nomenclature in Annex C.	Goods.
A-1	7-13	Cereals.
A-2	17-19	Potatoes, vegetables, roots, edible fruits.
A-3	20-23	Colonial producee.
A-4	24	Oil seeds and oleaginous fruits : copra.
A-5	28	Fatty substances and oils of animal and vegetable origin, liquid or solid (except natural butter and artificial butter and edible fats).
A-6	29, 30	Sugar.
A-7	37-40	Oil-cake, non-edible molasses, slices and pulp of beetroot, bran and offals, waste of rice, fodder and straw.
A-8	44, 45a and b, 46-49	Metallic ores.
A-9	50-52	Coal.
A-10	55, 56	Mineral oils and motor spirit.
A-11	58, 94-96	Natural stone in the rough or simply prepared ; limestone, non-calcined, artificial stones and slabs of concrete, cement, slag, etc., bricks, tiles, pipes, fireclay bricks, structural pottery, articles of natural stone.
A-12	59, 60	Limestone cement and pozzolana.
A-13	63	Gravel and earth.
A-14	65-69	Chemical products.
A-15	70-77	Fertilisers.
A-16	79-81	Textile raw materials and waste.
A-17	85-88	Raw woods, cork, waste.
A-18	89-91	Worked woods.
A-19	99, 100	Crude iron and steel.
A-20	102-108	Iron and steel bars and sections, iron or steel sheets, including galvanised sheets and tin-plate ; rails and railway sleepers and their accessories of iron or steel, tubes and pipes of iron or steel, iron or steel wire (in coils), girders, beams, pillars and similar structural parts of iron and steel ready prepared ; manufactures of iron or steel not included elsewhere.
A-21	1-6, 14-16, 25-27, 31-36, 41-43, 53, 54, 57, 61, 62, 64, 78, 82-84, 92, 93, 97, 98, 101, 109-118	Other goods.

Annex B.

DRAFT NOMENCLATURE OF GOODS.

INTERMEDIATE LIST.

Serial No.	Ref. to Serial No. of the Nomenclature in Annex C.	Goods.
B-1	1	Live animals (not including fish, crustaceans and molluscs).
B-2	2	Fresh meat, chilled or merely salted or smoked.
B-3	3	Fish, crustaceans and molluscs.
B-4	4, 5	Milk, dairy products and eggs.
B-5	7	Wheat.
B-6	11	Maize.
B-7	8-10, 12, 13	Rye, barley, oats, rice, other food grains.
B-8	14, 15	Flour and meal.

Serial No.	Ref. to Serial No. of the Nomenclature in Annex C.	Goods.
B-9	17, 18	Potatoes, vegetables, roots.
B-10	19	Edible fruits.
B-11	20-23	Colonial produce.
B-12	24	Oil seeds and oleaginous fruits, copra ;
B-13	28	Fatty substances and oils of animal and vegetable origin, liquid or solid (except natural butter and artificial butter and edible fats).
B-14	29, 30	Raw and refined sugar.
B-15	31, 32	Food preparations.
B-16	33-36	Beverages.
B-17	37	Oil-cake.
B-18	38-40	Non-edible molasses, slices and pulp of beetroot, bran and offals, waste of rice, fodder and straw.
B-19	42, 43	Raw and manufactured tobacco and waste.
B-20	44, 46	Iron ores other than pyrites, manganese ores.
B-21	45a, b	Iron pyrites, burnt iron pyrites (including decoppered).
B-22	47-49	Zinc, copper, lead, aluminium, tin and other metallic ores.
B-23	50, 51	Coal and briquettes of coal.
B-24	52	Coke.
B-25	53, 54	Crude lignite, briquettes and coke of lignite, peat, charcoal.
B-26	55, 56	Raw petroleum, refined mineral oils and motor spirit.
B-27	57	Bitumen, asphalt, tar, pitch, creosote.
B-28	58, 96	Natural stone in the rough or simply prepared ; limestone, non-calcined ; articles of natural stone.
B-29	59, 60	Lime, cement and pozzolana.
B-30	63	Gravel, sand and earth.
B-31	65-69	Chemical products.
B-32	70-77	Fertilisers.
B-33	78	Raw hides and skins, dressed hides and leather.
B-34	79	Cotton.
B-35	80	Wool.
B-36	81	Other textile raw materials and waste of textile raw materials.
B-37	82, 83	Yarns for weaving, sewing, etc. ; tissues.
B-38	85-88	Raw woods ; cork ; waste.
B-39	89-91	Wood railway sleepers ; timber for construction dressed and for sawing ; articles made of wood and cork, furniture.
B-40	92	Wood-pulp.
B-41	93	Paper and cardboards ; articles made of paper and cardboard.
B-42	94, 95	Artificial stone and slabs of concrete, cement, slag, etc., bricks, tiles, pipes, fireclay bricks ; structural pottery.
B-43	98	Glass and glassware.
B-44	99, 100	Pig-iron, blooms and billets of iron and steel ; steel castings, ferro-alloys.
B-45	101	Old and scrap iron.
B-46	102-107	Foundry and rolling-mill products.
B-47	108	Manufactures of iron or steel.
B-48	109-112	Other crude base metals and their alloys.
B-49	113	Machinery and apparatus other than for vehicles, electrical appliances.
B-50	114	Vehicles, their engines and other parts.
B-51	116, 6, 16, 25, 26, 27, 41, 61, 62, 64, 84, 97, 115, 117, 118	Other goods.

Annex C.

DRAFT NOMENCLATURE OF GOODS.

DETAILED LIST.

Serial
No.

1. Live animals (not including fish, crustaceans and molluscs).
2. Fresh meat, chilled or merely salted or smoked.
3. Fish, crustaceans and molluscs.
4. Milk and dairy products.
5. Eggs.
6. Raw material of animal origin not specified elsewhere and other raw products of animal origin.
7. Wheat.
8. Rye.
9. Barley.
10. Oats.
11. Maize.
12. Rice.
13. Other food grains.
14. Wheat flour.
15. Other flours, meal and semolina.
16. Malt.
17. Potatoes.
18. Vegetables, roots.
19. Edible fruits.
20. Coffee.
21. Tea.
22. Cocoa, raw.
23. Other colonial produce.
24. Oil seeds, oleaginous fruits; copra.
25. Sugar beet.
26. Vegetable raw materials for dyeing or tanning; gums, resins and vegetable saps and juices (including indiarubber).
27. Vegetable raw materials not specified elsewhere and other raw products of vegetable origin.
28. Fatty substances and oils of animal and vegetable origin, liquid or solid (except butter and artificial butter and edible fats).
29. Sugar, raw.
30. Sugar, refined.
31. Preparations of meat, fish, crustaceans and molluscs
32. Other food preparations.
33. Wine.
34. Beer.
35. Potable spirit.
36. Other beverages; vinegar.
37. Oil-cake.
38. Non-edible molasses; slices and pulp of beetroot.
39. Bran and offals; waste of rice.
40. Fodder and straw.
41. Residues and waste from food industries not mentioned elsewhere; ice.
42. Raw tobacco and waste.
43. Manufactured tobacco and waste.
44. Iron ores other than pyrites.
- 45a. Iron pyrites.
- 45b. Iron pyrites, burnt (including decoppered).
46. Manganese ores.
47. Copper ores.
48. Zinc ores.
49. Ores of other metals.
50. Coal.
51. Briquettes of coal.
52. Coke.
53. Lignite, crude; briquettes and coke of lignite.
54. Peat, charcoal.
55. Crude petroleum.
56. Refined mineral oils and motor spirit.
57. Bitumen, asphalt, tar, pitch, creosote.
58. Natural stone in the rough, or simply prepared; limestone, non-calcined.
59. Lime (including lime for fertilising purposes).
60. Cement, pozzolana.
61. Salt (NaCl).

- Serial
No.
62. Sulphur.
 63. Gravel, sand and earth.
 64. Other mineral products not elsewhere specified and waste products (slag, cinders).
 65. Sulphuric acid.
 66. Soda compounds.
 67. Products of the distillation of wood and resin and their derivatives ; ethers and alcohols not elsewhere specified or included.
 68. Dyeing and tanning, extracts, colours, inks, lacs, varnishes and mastic.
 69. Other chemical products.
 70. Animal fertilisers (guano, etc.).
 71. Natural phosphate of lime.
 72. Natural sodium nitrate (Chile saltpetre).
 73. Potash fertilisers.
 74. Basic slag "Thomas", ground or not.
 75. Artificial nitrates.
 76. Superphosphate of lime.
 77. Other and compound fertilisers.
 78. Raw hides and skins ; dressed hides and leather, except leather articles.
 79. Cotton.
 80. Wool.
 81. Other textile raw materials and waste of textile raw materials.
 82. Yarns for weaving, sewing, etc.
 83. Tissues.
 84. Rags and tailors' cuttings.
 85. Wood in the rough for building.
 86. Wood for the manufacture of wood-pulp.
 87. Pit-props.
 88. Other raw woods, cork, wood waste, cork waste and waste paper.
 89. Wooden railway sleepers.
 90. Timber for building, dressed and for sawing.
 91. Articles made of wood and cork ; furniture.
 92. Wood-pulp.
 93. Paper and cardboard ; paper and cardboard articles.
 94. Artificial stones and slabs of concrete, cement, slag, etc.
 95. Bricks, tiles, pipes, fireclay bricks, structural pottery.
 96. Articles of natural stone.
 97. Other pottery, earthenware, china.
 98. Glass and glassware.
 99. Pig-iron.
 100. Blooms and billets of iron and steel ; steel castings, ferro-alloys.
 101. Old and scrap iron and steel.
 102. Iron and steel bars, and sections.
 103. Iron or steel sheets and plates, including galvanised sheets and tin-plate.
 104. Rails and railway sleepers and their accessories of iron or steel.
 105. Tubes and pipes of cast iron, iron or steel.
 106. Iron or steel wire in coils.
 107. Girders, pylons, pillars, beams and similar structural parts milled in cast iron, iron or steel.
 108. Manufactures of iron or steel not included elsewhere.
 109. Raw copper.
 110. Raw zinc.
 111. Raw lead.
 112. Other crude base metals and their alloys.
 113. Machinery and apparatus other than for vehicles, electrical appliances.
 114. Vehicles, their engines and other parts.
 115. Arms, ammunition, explosives.
 116. Manufactured articles not included elsewhere.
 117. Shipments of miscellaneous goods in isolated packages (not more than 250 kg. per shipment).
 118. Returned empties.

Mail (letters and parcels).

Annex D.

(Annex D will not be prepared until the list in Annex C has been finally drafted.)

Annex E.

(The alphabetical index which Annex E will contain can only be made when the work now proceeding on the compilation of a uniform Customs nomenclature is finished; the index will have to be drawn up in collaboration with the Customs Experts and the Committee of Statistical Experts of the League of Nations.)

[Front]

Annex F-I.

MODEL STATISTICAL DECLARATION FOR MARITIME NAVIGATION (1).

(For explanations see over.)

ARRIVAL of vessels at the port of.....

Arrived on Serial No. (5).....

(Entered loaded, in ballast, empty (2).)

1. Name of vessel
 2. Distinguishing number or letters.....
 3. Port or place of registration
 4. Flag
 5. Class of vessel (3).....
 6. Net tonnage in registered tons.....
 7. Name of master
-
8. Vessel of a regular line, circular route or tramp (2)
 9. Port of origin (4).....
 10. Intermediate ports in order of call between the port of origin and the port where the present declaration was drawn up
 11. Number of passengers landed.....

Details of goods unloaded. (Instead of giving the following description, the cargo manifest may be attached, provided it shows the gross weights.)

Serial No.	Country of loading	Place of loading	No. of region of loading	No. of district of loading	Commercial description of goods	No. in the statistical nomenclature	Gross weight in kg.	Remarks
			(5)	(5)		(5)		(5)

[Reverse]

(1) To be used where the transport documents or Customs declarations themselves do not furnish the necessary information for drawing up maritime statistics.

(2) Strike out what does not apply.

- (3) I. Without mechanical means of propulsion;
 II. Having both mechanical propulsion and sails;
 III. Steamer;
 IV. Motor vessel;
 V. Tug.

- (4) The port of origin is taken to be :
1. For tramps arriving with cargo, the furthest port in another statistical area where the vessel took on goods for the district to which the statistics relate ;
 2. For tramps arriving in ballast, the last port of call in another statistical area ;
 3. For vessels of regular lines, the home port or terminus.
- (5) To be filled in by the clerk of the Statistical Bureau.

[Front]

Annex F-II.

MODEL STATISTICAL DECLARATION FOR MARITIME NAVIGATION

(For explanations see over.)

DEPARTURE of vessels from the port of

Left loaded, in ballast, empty (2), on Serial No. (5).....

Arrived on Serial No. (5).....

1. Name of vessel
2. Distinguishing number or letters.....
3. Port or place of registration
4. Flag.....
5. Class of vessel (3)
6. Net tonnage in registered tons.....
7. Name of master

8. Vessel of a regular line, circular route or tramp (2)
9. Port of destination (4)
10. Intermediate ports in order of call between the port of departure and the port of destination
11. Number of passengers embarked.....
12. Cargo of $\left\{ \begin{array}{l} \text{solid bunker fuel tons} \\ \text{liquid bunker fuel tons} \end{array} \right.$
13. Have repairs been made to the vessel in harbour ?.....

Details of goods loaded. (Instead of making the following declaration, the cargo manifest may be attached, provided it shows the gross weights.)

Serial No.	Country of unloading	Place of unloading	No. of region of unloading	No. of district of unloading	Commercial description of goods	No. in the statistical nomenclature	Gross weight in kg.	Remarks
			(5)	(5)		(5)		(5)

[Reverse]

- (1) To be used where the transport documents or Customs declarations themselves do not furnish the necessary information for drawing up maritime statistics.
- (2) Strike out what does not apply.
- (3)
 - I. Without mechanical means of propulsion ;
 - II. Having both mechanical propulsion and sails ;
 - III. Steamer ;
 - IV. Motor vessel ;
 - V. Tug.
- (4) The port of origin is taken to be :
 1. For tramps leaving with cargo, the furthest port in another statistical area for which cargo has been loaded in the district in question ;
 2. For tramps departing in ballast, the first port of call in another statistical area ;
 3. For vessels of regular lines, the terminus or home port.
- (5) To be filled in by the clerk of the Statistical Bureau.

[Reverse]

The statistical declaration should be made at each of the ports at which the vessel stops.

It must be handed either to the port statistical officer or to the harbourmaster or official replacing him.

The particulars to be supplied in Table A may be printed.

Table B should be filled in by or on behalf of the master or owner.

¹ State whether the vessel in question is :

(a) A sea-going vessel or an inland navigation vessel.

(b) A vessel without means of mechanical propulsion (*barge* or *sailing vessel*) or a vessel with mechanical propulsion (*steam* or *motor*).

(c) A passenger vessel or a cargo vessel or a motor barge or a motor sailing vessel or a tug.

(d) A raft or timber convoy.

² Name of port or name of frontier station.

³ Strike out what does not apply. A vessel with a cargo of less than 500 kg. is regarded as *empty*.

⁴ If a single cargo of goods unloaded has been loaded in different places, state the different places and the quantity loaded in each place.

In the case of sand or gravel taken from the river, mention as place of loading the nearest port in the same country.

⁵ The route followed need only be filled in if alternative routes could have been followed.

⁶ The description of the goods should, as far as possible, tally with the nomenclature employed for statistical purposes.

The use of collective descriptions, such as "cereals", "ores", "iron", etc., is prohibited.

In the case of a raft, the particulars concerning the loading and the gross weight should be replaced by the word "*raft*" with a statement of the nature of the wood (hard or soft) and the volume of the raft.

⁷ In the case of goods for which an average weight is taken, it is sufficient to indicate the number of units.

⁸ To be filled in only where a statistical declaration is made at the frontier of exit.

Annex H.

LIST OF STATISTICAL REGIONS FOR THE PURPOSES OF MARITIME
TRANSPORT STATISTICS. ¹

Number.	Region.	Number in the list of statistical areas annexed to the Convention on Economic Statistics of December 1928.
GROUP I. — NORTHERN EUROPE.		
1.	Norway	23
2.	Sweden	34
3.	Finland	13 ^a
4.	U.S.S.R., Baltic Coast	38 ^b
5.	Estonia, Latvia and Lithuania	12 21 22
6.	Danzig and Poland	26
7.	Germany, Baltic Coast	2 ^b
8.	Denmark	9
9.	Other regions (Faroë Islands, Iceland, Spitzbergen, Finland (Arctic Zone), Russia (Arctic Zone))	10 18 24 13 ^b 38 ^c
GROUP II. — WESTERN EUROPE.		
10.	Germany, North Sea Coast	2 ^a 3
11.	Netherlands	25
12.	Belgium	7
13.	Great Britain and Northern Ireland	29 30
14.	Irish Free State	17
15.	France, Atlantic Coast	14 ^a
GROUP III. — WESTERN MEDITERRANEAN AND ADJACENT ATLANTIC AREAS.		
16.	Spain to the north of Portugal	11 ^a
17.	Portugal ²	27 ^a
18.	Spain from the southern frontier of Portugal to the French Mediterranean frontier, and Gibraltar	11 ^b 31
19.	France, Mediterranean Coast	14 ^b
20.	Italy, West Coast ³	19 ^a
21.	Tunis and Algeria	110 109
22.	Morocco	79 80 81
23.	Madeira and the Azores, Canary Islands and Rio de Oro	7 ^b 107 106
GROUP IV. — EASTERN MEDITERRANEAN AND BLACK SEA.		
24.	Italy, East Coast	19 ^b
25.	Yugoslavia	33
26.	Greece	15
27.	Turkey	37
28.	Bulgaria	8
28.	Roumania	28
30.	U.S.S.R., Black Sea Coast	38 ^a
31.	Syria and Palestine ⁴	55 52 ^a

¹ The fixing of the limit between short- and long-distance traffic may involve changes of detail in the groups and regions of this list.

² Excluding Madeira and the Azores.

³ As far as Taranto inclusive.

⁴ Excluding Transjordan.

Number.	Region.	Number in the list of statistical areas annexed to the Convention on Economic Statistics of December 1928.
32.	Egypt, Mediterranean Coast.	76a
33.	Libya.	126
		32
34.	Other regions (Malta, Albania, Dodecanese, Cyprus).	1
		20
		63
GROUP V. — NORTH AMERICA, ATLANTIC COAST.		
35.	*Canada, Atlantic Coast, and Newfoundland	136a
		137
36.	*United States, Atlantic Coast, as far as Jacksonville inclusive	134a
		138
37.	Other regions (Greenland, Canada, Arctic Zone, St. Pierre and Miquelon, Bermuda)	136c
		139
		150
GROUP VI. — NORTH AMERICA, PACIFIC COAST.		
38.	Alaska	135
39.	Canada, Pacific Coast	136b
40.	United States, Pacific Coast	134c
GROUP VII. — CENTRAL AMERICA.		
41.	United States, Gulf of Mexico from Jacksonville	134b
42.	Mexico, Atlantic Coast	146a
	{ British Honduras	161
	{ Guatemala	143a
43.	{ Honduras } Atlantic Coast	145a
	{ Nicaragua }	147a
	{ Costa-Rica }	140a
44.	{ Colombia, Atlantic Coast	172a
	{ Venezuela.	177
45.	Cuba	141
	{ Dominican Republic and Haiti.	142
	{	144
	{ British West Indies and British Guiana	151/160
	{	178
46.	{ West Indies and Guiana } French West Indies and French Guiana	165
	{	166
	{	180
	{ Dutch West Indies and Dutch Guiana	167
	{	181
	{ U.S. Possessions in the West Indies (Porto Rico and U.S. Virgin Islands)	162
	{	163
47.	Panama and Canal Zone	148
	{	164
48.	Mexico, Pacific Coast.	146b
	{ Guatemala	143b
	{ Salvador	149
49.	{ Honduras } Pacific Coast	145b
	{ Nicaragua }	147b
	{ Costa Rica }	140b
50.	{ Colombia, Pacific Coast.	172b
	{ Ecuador.	173
GROUP VIII. — SOUTH AMERICA, ATLANTIC COAST.		
51.	*Brazil	170
52.	Uruguay	176
53.	Argentina	168
54.	Falkland Islands.	179
GROUP IX. — SOUTH AMERICA, PACIFIC COAST.		
55.	Peru	175
56.	*Chile	171

Number in the list of
statistical areas
annexed to the
Convention on
Economic Statistics
of December 1928.

Number.

Region.

GROUP X. — AFRICA, WEST AND SOUTH.

		111
		112
57.	French West Africa, Mauritania, Senegal, French Guinea, Ivory Coast, French Togoland (under mandate), Dahomey, French Cameroons (under mandate).	116
		117
		119
		118, 120
		85
58.	British West Africa — <i>i.e.</i> , Gambia, Sierra Leone, Gold Coast, British Togoland (under mandate), Nigeria, British Cameroons (under mandate)	86
		87
		89
		88
		90
59.	French Equatorial Africa.	121
60.	Belgian Congo.	83
61.	Angola	132
62.	*Union of South Africa and South West Africa	93
		94
		129
		130
63.	Other regions (Cape Verde Islands, Portuguese Guinea, Liberia, Spanish Guinea, St. Thomas and Principe, St. Helena, Tristan da Cunha).	78
		108
		131
		91
		92

GROUP XI. — AFRICA, EAST.

64.	Mozambique.	133
		100
65.	Tanganyika, Kenya and Zanzibar	99
		101
		128
66.	Italian Somaliland, British Somaliland, and French Somali Coast.	102
		122
		127
67.	Eritrea	76b
68.	Egypt, Red Sea Coast, including Suez Canal and Anglo-Egyptian Sudan.	82
		52b
69.	Arabia, Red Sea Coast (Transjordan, Hedjaz and Yemen). . .	44
		57
70.	Madagascar	123
		124
71.	Other regions (Réunion, Mauritius, Seychelles, Socotra).	104
		105
		103

GROUP XII. — ASIA, INDIAN OCEAN.

		58
72.	Arabia, Indian Ocean and Persian Gulf Coasts, Aden, Hadramaut, Oman.	43
		51
		45
73.	Iraq, Koweit and Bahrein Islands.	49
		59
74.	Persia.	53
		65
75.	*India (including French Settlements and Portuguese Possessions).	70
		73
76.	Ceylon	62

GROUP XIII. — FAR EAST.

		66
77.	British Malaya, Sarawak, Brunei and British North Borneo . . .	67
		61
		60
		54
78.	Siam	71
79.	Indo-China	41
		64
80.	*China (including Hong-Kong, Macao and Wei-hai-Wei)	74
		68

Number.	Region.	Number in the list of statistical areas annexed to the Convention on Economic Statistics of December 1928.
81.	Japan with Korea, Formosa and Islands under Japanese mandate.	(46 47 48 201
82.	U.S.S.R., Pacific Coast.	38 ^d
83.	Philippine Islands with Guam.	(69 196
84.	Dutch Indies (including Portuguese Timor)	(72 75
GROUP XIV. — OCEANIA.		
85.	*Australia with Papua and New Guinea under Australian mandate	(182 183 184
86.	New Zealand	185
87.	British and French Oceania, American Samoa and Samoa under New Zealand mandate	(186, 187, 188, 189, 190, 191, 192, 193, 194, 197, 199, 198, 200
88.	Hawaii	195

Owing to the length of their coast-lines, it would be very desirable to subdivide the areas marked with a *.

Annex J.

MODEL STATISTICAL TABLES RELATING TO MARITIME
NAVIGATION.

- Table 1. — Movement of goods in maritime navigation.
- Table 2. — Movement of goods in maritime navigation by flags.
- Table 3. — Movement of vessels.
- Table 4. — Movement of shipping in ports.

Table 1.
GOODS TRAFFIC IN MARITIME NAVIGATION. — DISTRICT A. — YEAR 1935.

No. of districts and regions	National districts and foreign regions	Total goods in tons		Livestock (excluding... etc.)		Fresh meat, etc.		Fish, etc.		Milk, etc.		Etc.	
		shipped	arrived	shipped	arrived	shipped	arrived	shipped	arrived	shipped	arrived	shipped	arrived
	INTERNAL TRAFFIC:												
1	District A												
2	District B												
3	etc.												
4													
5													
etc.													
	I. Total internal traffic												
	EXTERNAL TRAFFIC:												
	Region A												
	of which country a (e.g. Latvia)*												
	of which district a' (e.g. Riga)*												
	Region B												
	of which country b*												
	of which district b'*												
	etc.												
	Other regions												
	II. Total short-distance traffic.												
	Region R												
	of which country r'*												
	of which district r'*												
	Region S												
	Region T												
	etc.												
	Other regions												
	III. Total long-distance traffic.												
	II + III. Total external traffic.												
	I + II + III 1935												
	1934												

* Optional indications.

Table 2.

MOVEMENT OF GOODS IN MARITIME NAVIGATION BY FLAGS. —
DISTRICT A. — YEAR 1935.

Regions from or to which traffic is carried	Principal flags taking part in traffic (75 per cent of total traffic)	Arrivals		Departures		Total goods in tons	
		Number of vessels	Net tonnage in tons register	Number of vessels	Net tonnage in tons register	Shipped	Arrived
A. <i>Internal Traffic.</i>	Total						
	of which :						
	national flag . . .						
	flag X						
	flag Y						
flag Z.							
etc.							
B. <i>External Traffic.</i> With Region I.	Total						
	of which :						
	national flag . . .						
	flag X						
	flag Y						
flag Z.							
etc.							
With Region II.	Total						
	of which :						
	national flag . . .						
	flag X						
	flag Y						
	flag Z.						
etc.	etc.						

Table 3.

MOVEMENT OF VESSELS. — (Name of district to which the statistics relate.)

Groups of regions from or to which traffic is carried on, with particulars of the intermediate groups in which calls are made	Principal flags taking part in traffic. (75 per cent of total traffic)	Arrivals		Departures	
		Number of vessels	Net tonnage in register tons	Number of vessels	Net tonnage in register tons
EXTERNAL TRAFFIC. <i>With Group I</i>	Total. of which : national flag. flag X flag Y flag Z etc.				
	of which : calling at ports in <i>other regions of the same territory</i>	Total. of which : national flag. flag X flag Y flag Z etc.			
	calling at ports in <i>other regions of the same group</i>	Total. of which : national flag. flag X flag Y			
	calling at ports in <i>Group II</i>	Total. of which : national flag. flag X etc.			
	calling at ports in <i>Group III</i> etc.	Total. of which : national flag. etc. flag X			
<i>With Group II</i>	Total. of which : national flag. flag X flag Y etc.				
	of which : calling at ports in <i>other regions of the same territory</i>	Total. of which : national flag. flag X flag Y etc.			
	calling at ports in <i>other districts of the same territory</i>	Total. of which : national flag. flag X etc.			
	calling at ports in <i>Group I</i>	Total. of which : national flag. flag X etc.			
	calling at ports in <i>Group III</i> etc.	Total. of which : national flag. flag X etc.			

Note. — If the territory of the district in question does not constitute a whole region, particulars should also be given of the number, net tonnage and flag of vessels for "other territories of the same region", if vessels call at ports in any such territories.

Table 3 (continued).

MOVEMENT OF VESSELS. — (Name of district to which the statistics relate.)

Groups of regions from or to which traffic is carried on, with particulars of the intermediate groups in which calls are made	Principal flags taking part in traffic. (75 per cent of total traffic)	Arrivals		Departures	
		Number of vessels	Net tonnage in register tons	Number of vessels	Net tonnage in register tons
<p><i>With Group III</i></p> <p>of which : calling at ports in <i>other regions</i> of the same territory etc.</p>	<p>Total.</p> <p>of which : national flag. flag X</p> <p>etc.</p> <p>Total.</p> <p>of which : national flag. flag X</p> <p>etc.</p>				
etc. etc.					
<p><i>With Group XIV</i></p> <p>of which : calling at ports in <i>other regions</i> of the same territory etc.</p>	<p>Total.</p> <p>of which : national flag. etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p>				
<p><i>Circular</i></p> <p>of which : calling at ports in <i>other regions</i> of the same territory</p> <p>calling at ports in <i>other districts</i> of the same territory etc.</p> <p>calling at ports in <i>Group I</i> etc.</p>	<p>Total.</p> <p>of which : national flag. flag X</p> <p>etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p>				
<p><i>Total : with Group I</i></p> <p>with Group II</p> <p>with Group III</p> <p>etc.</p> <p>with Group XIV</p>	<p>Total.</p> <p>of which : national flag. flag X</p> <p>etc.</p> <p>Total.</p> <p>of which : national flag. flag X</p> <p>etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p>				

Table 4.
MOVEMENT OF SHIPPING IN PORTS.

PORT A.

Entered: vessels having a net tonnage of tons

1. Vessels without mechanical means of propulsion.
2. Vessels having both sails and engines as means of propulsion.
3. Steamships.
4. Motor vessels.

Left: vessels having a net tonnage of tons

1. Vessels without mechanical means of propulsion.
2. Vessels having both sails and engines as means of propulsion.
3. Steamships.
4. Motor vessels.

Number	Net tonnage register tons
.....
.....
.....
.....

Vessels entering the port										Vessels leaving the port											
Loaded					In ballast					Loaded					In ballast						
To unload		Without unloading			Flag	Number	Net tonnage R.T.	Flag	Number	Net tonnage R.T.	After having taken on cargo in the port		Without having taken on cargo in the port			Flag	Number	Net tonnage R.T.	Flag	Number	Net tonnage R.T.
Flag	Number	Flag	Number	Flag							Number	Flag	Number	Flag	Number						
<i>Total..</i>																					
Total cargo unloaded ...										Total cargo unloaded ...											
of which mails and postal packets ...										of which mails and postal packets ...											
Tons										Tons											

ANNEXES I-III RELATING TO THE THREE RECOMMENDATIONS
ON ADMINISTRATIVE AND TECHNICAL STATISTICS

Annex I.

MODEL STATISTICAL TABLES RELATING TO THE RECOMMENDATIONS
ON MARITIME NAVIGATION.

- Table 7. — Figures for the mercantile marine (according to gross tonnage of vessels).
- Table 8. — Figures for the mercantile marine (according to age of vessels).
- Table 9. — Figures for the mercantile marine (according to principal use and nature of motive force of vessels).
- Table 10. — Figures for the mercantile marine (vessels not in service).
- Table 11. — Crews.
- Table 12. — Statistics of passengers carried.
-

Table 8.
FIGURES FOR THE MERCANTILE MARINE.

B. DIVISION OF VESSELS INTO CATEGORIES ACCORDING TO AGE.¹

Age group	Vessels without mechanical means of propulsion			Vessels having both engines and sails as means of propulsion			Steamships			Motor Vessels		
	Number	Gross tonnage	Net tonnage	Number	Gross tonnage	Net tonnage	Number	Gross tonnage	Net tonnage	Number	Gross tonnage	Net tonnage
Less than two years ..												
2 to 5 years												
5 to 10 "												
10 to 15 "												
15 to 20 "												
20 years and over												

¹ The age of vessels should be counted from the date on which the first certificate of registry or of nationality was issued.

Table 9.

FIGURES FOR THE MERCANTILE MARINE.

C. DIVISION OF VESSELS ACCORDING TO THEIR PRINCIPAL USE AND ACCORDING TO THE NATURE OF THEIR MOTIVE FORCE (AS ON).

Categories of vessels according to nature of motive force	Passenger vessels			Cargo vessels ¹			Of which tankers			
	Number	Gross tonnage in tons register	Net tonnage in tons register	Number	Gross tonnage in tons register	Net tonnage in tons register	Number	Gross tonnage in tons register	Net tonnage in tons register	Cargo capacity
Steamers										
Able to use mazout.....										
Turbine										
Motor vessels										
Total										
Acquisitions										
New ships										
Changes of category										
Purchases of other vessels.										
Losses										
Breaking up or laying up.....										
Changes of category										
Sales										

¹ Including cargo vessels carrying not more than 11 passengers.



Table 10.
FIGURES FOR THE MERCANTILE MARINE.

D. VESSELS NOT IN SERVICE.¹

Year	Vessels laid up			Unseaworthy vessels		
	Number	Gross tonnage R.T.	Net tonnage R.T.	Number	Gross tonnage R.T.	Net tonnage R.T.
First quarter						
Second quarter						
Third quarter.....						
Fourth quarter						

¹ With the exception of vessels not in service on account of the season.

Table 12.

STATISTICS OF PASSENGERS CARRIED YEAR 1935.

LARGE PORT: A.

From or to foreign territories	Flags mainly concerned in transport	Arrivals Number	Departures Number
Country A.	Total of which under national flag flag X . . . flag Y . . . etc.		
Country B.	Total of which under national flag etc.		
Country C. etc.	Total etc.		

Annex II.

MODEL STATISTICAL TABLES RELATING TO THE RECOMMENDATIONS ON RAILWAYS.

FIRST PART. — CONSTITUTION OF RAILWAY SYSTEMS.

- Table 13. — 1-1 Track.
- Table 14. — 1-2 Traction material.
- Table 15. — 1-3 Rolling stock.

SECOND PART. — TECHNICAL RESULTS OF OPERATION.

- Table 16. — 2-1 Distances travelled.
- Table 17. — 2-2 Passenger traffic.
- Table 18. — 2-3 Goods traffic.

THIRD PART. — FINANCIAL RESULTS.

- Table 19. — 3-1 Receipts from passenger traffic.
- Table 20. — 3-2 Receipts from goods traffic.
- Table 21. — 3-3 Total receipts.
- Table 22. — 3-4 Operating expenses.

FOURTH PART. — MISCELLANEOUS.

- Table 23. — 4-1 Staff.
- Table 24. — 4-2 Fuel and electric power.
- Table 25. — 4-3 Taxes.

Table 15.

1-3. CONSTITUTION OF RAILWAY SYSTEMS. — ROLLING STOCK.
CARRIAGES AND VANS.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
Number	Administration	Gauge	Carriages and vans of railway administrations																			Carriages and vans not belonging to the Railway Administrations but registered in their yards	
			Carriages																				Luggage vans
			No. of carriages with			No. of seats of			No. of carriages per km. operated			No. of vans with			Total number of vans operated			Average number of vans per km. operated					
2 3 4 6 axles			Total number of axles (Cols. 4 +5+6 +7)			1 2 3 4 class			Total (Cols. 10+11 +12 +13)			2 3 4 or more axles			Total number of axles (Cols. 16+17 +18)				Col. 15 of Table 1-1				

Table 15 (continued).

1-3. CONSTITUTION OF RAILWAY SYSTEMS. — ROLLING STOCK.
WAGONS.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Number	Administration	Gauge	Wagons of the Railway Administrations																			Wagons belonging to private parties and registered in the yards of the Railway Administrations
			Wagons																			
			Covered wagons						Uncovered wagons						Special wagons						Average number of wagons per km. operated	
No. of covered wagons with			Total number of covered wagons			Number of uncovered wagons with			Total number of uncovered wagons			Average loading capacity per axle in tons			Total number of axles			Total number of wagons				Average loading capacity per axle in tons
2 3 4 or more axles			24+25 26 27 Total (Cols. 24+25 +26)			2 3 4 6 axles			30+31 32 33 34 Total (Cols. 30+31 +32+33+34)			Average loading capacity per axle in tons			Total number of special wagons			Total number of wagons			Col. 43: Col. 15 of Table 1-1	

Table 21.
3-3. FINANCIAL RESULTS. — TOTAL RECEIPTS.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Number	Administration	Gauge	Currency	Receipts						Percentage of total receipts				Receipts per Km. operated Col. 10 Tab. 1-1	Receipts per train-km. Col. 7 Tab. 2-1
				From passenger traffic (Col. 22 Tab. 3-1)	From goods traffic (Col. 9 Tab. 3-2)	From passenger and goods traffic (Cols. 5 +6)	Accessory receipts from passenger and goods traffic	Sources other than traffic	Total (Cols. 7+ 8+9)	Passenger receipts 5 × 100 Col. 10	Goods receipts 6 × 100 Col. 10	Accessory Receipts Col. 10 8 × 100	Receipts from sources other than traffic Col. 10 9 × 100		

Table 22.

3-4. FINANCIAL RESULTS. — OPERATING EXPENSES.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24																								
																								Chief categories of expenditure																							
																								General administration						Movements and traffic						Track and buildings						Material and traction					
Expenditure		Total expenditure		% of total operating expenses		Expenditure		Total expenditure		% of total operating expenses		Expenditure		Total expenditure		% of total operating expenses		Expenditure		Total expenditure		% of total operating expenses		Expenditure		Total expenditure																					
Num-ber	Administration	Gauge	Currency	On staff	Other than on staff	Total (Cols. 5+6)	% of total operating expenses Col. 7 Col. 31	On staff	Other than on staff	Total (Cols. 9+10)	% of total operating expenses Col. 11 Col. 31	On staff	Other than on staff	Total (Cols. 13+14)	% of total operating expenses Col. 15 Col. 31	On staff	Other than on staff	Total (Cols. 17+18)	% of total operating expenses Col. 19 Col. 31	On staff	Other than on staff	Total (Cols. 21+22)	% of total operating expenses Col. 23 Col. 31																								

Table 22 (continued).

3-4. FINANCIAL RESULTS. — OPERATING EXPENSES.

Num-ber	2	3	4	25	26	27	28	29	30	31	32	33	34										
														Grand total of expenditure									
														On staff					Other than on staff				
Administration	Gauge	Currency	Wages, salaries, etc., except management allowances	Management allowances	Total (Cols. 5+9+13+17+21+25+26)	% of grand total Col. 27 Col. 31	Total (Cols. 6+10+14+18+22)	% of grand total Col. 29 Col. 31	Grand total (Cols. 27+29)	Coefficient of operation Col. 31	Expenditure per km. operated Col. 31	Expenditure per train-km. Col. 31											

Annex III.

MODEL STATISTICAL TABLES RELATING TO THE RECOMMENDATIONS
ON INLAND NAVIGATION.

- Table 26. — Description of navigable waterways.
Table 27. — Statistics of river craft (non-mechanically propelled vessels).
Table 28. — Statistics of river craft (mechanically propelled vessels ; loading capacity).
Table 29. — Statistics of river craft (mechanically propelled vessels ; horse-power).
Table 30. — Traffic in ports.
Table 31. — Traffic at frontiers.
Table 32. — Utilisation of navigable waterways.
-

Table 26.

DESCRIPTION OF NAVIGABLE WATERWAYS.

Name of navigable waterway and of its sections	Nature of waterway and technical method of upkeep or improvement	Length in kilometres	Depth of water				Average duration per year (during last ten years) of period not utilised as a result of:	BRIDGES				WEIRS				LOCKS				Means of traction (indicating existence of total or partial monopoly if any)		
			(a) Average of yearly minimum depth (last ten years).	(b) Minimum depth in last ten years and number of days which it lasted.	(c) Depth available at least 240 days per year, for each year and average of last ten years.	(a) Ice		(b) Flood	(c) Drought	(d) Periodical repairs	Fixed bridges	Movable bridges	Bridges of boats	Minimum air-space for fixed bridges at highest navigable water-level, indicating corresponding width available	Minimum width between pillars in passages at highest navigable water-level	Number	Fixed	Movable	Minimum width between pillars of navigable channels		Minimum height of water at the mitre-sill	Minimum air-space at highest navigable water-level
1. Waterway A. Section I from kilo- metre to kilo- metre	Rivers with free current (regulated or dredg- ing); canalised rivers; canals; lakes		(a) (b) (c)	(a) (b) (c)	(a) (b) (c) (d)	(a) (b) (c) (d)	Fixed bridges	Movable bridges	Bridges of boats	Minimum air-space for fixed bridges at highest navigable water-level, indicating corresponding width available	Minimum width between pillars in passages at highest navigable water-level	Number	Fixed	Movable	Minimum width between pillars of navigable channels	Minimum height of water at the mitre-sill	Minimum air-space at highest navigable water-level	Number of locks side by side if any	Minimum length	Minimum breadth	Minimum depth of water at the mitre-sill	(Tug) (Haulage) (Towage)
2. Waterway A. Section II from kilo- metre to kilo- metre			(a) (b) (c)	(a) (b) (c)	(a) (b) (c) (d)	(a) (b) (c) (d)	Fixed bridges	Movable bridges	Bridges of boats	Minimum air-space for fixed bridges at highest navigable water-level, indicating corresponding width available	Minimum width between pillars in passages at highest navigable water-level	Number	Fixed	Movable	Minimum width between pillars of navigable channels	Minimum height of water at the mitre-sill	Minimum air-space at highest navigable water-level	Number of locks side by side if any	Minimum length	Minimum breadth	Minimum depth of water at the mitre-sill	

Table 27.
 STATISTICS OF RIVER CRAFT. — NAVIGABLE WATERWAY, SYSTEM A.
 NON-MECHANICALLY PROPELLED VESSELS.

Categories of vessels by loading capacity in metric tons	Lighters		Of which tank lighters		Sailing Vessels		Total		Thereof of iron		Of wood		Mixed ¹	
	Number	Tonnage in metric tons	Number	Tonnage in metric tons	Number	Tonnage in metric tons	Number	Tonnage in metric tons	Number	Tonnage in metric tons	Number	Tonnage in metric tons	Number	Tonnage in metric tons
From 20 to 100														
Over 100 " 350														
" 350 " 600														
" 600 " 1,000														
" 1,000														

¹ Including X vessels of Y tons of reinforced concrete.

Table 32.
UTILISATION OF NAVIGABLE WATERWAYS.

Navigable waterways and sections of same	Tonnage of goods carried in metric tons				Ton ¹ kilometres	Tkm. km. = average density ² of traffic for the section or waterway
	Inland	Shipped	Received	Transit		
WATERWAY A.						
Section I (x km.)						
Upstream ³						
Downstream ³						
of which						
floated timber						
Section II.						
Etc.						
Waterway A. Total:						(Average density of traffic for the waterway.)

¹ The number of ton-kilometres is obtained by multiplying the total weight of goods, expressed in metric tons, by the total distance travelled in the section, expressed in kilometres.

² The average number of tons carried per kilometre in the section represents the average density of traffic for the section, and is obtained by dividing the number of ton-kilometres by the length of the section in kilometres.

³ A conventional direction "upstream" and "downstream" should be fixed.

