

no precise information of the final destination of a large proportion of their exports. The most reliable information on the final destination of exports could best be obtained from the import statistics of countries receiving those exports.

In this connection, attention was directed to the recommendation of the Council that all Governments parties to the International Statistical Convention of 1928 which do not at present record their imports by country of origin should prepare a supplementary annual record of the commodities contained in the special list to be drawn up by the Statistical Committee on the basis of that system, and inviting all other Governments to collaborate in this field by taking similar measures so that the information to be secured might be as comprehensive as possible.

Attention was also directed to the recommendation of the Council authorizing the Secretariat, subject to the approval of the Assembly, to collect and publish the data in question, and, until these supplementary particulars are available, to compile and publish preliminary statistics of a similar nature on the basis of existing annual trade returns.

The Second Committee approved this recommendation in principle.

Work of the Communications and Transit Organization

The work of the Communications and Transit Organization was considered on the basis of a report submitted by the delegate of Chile, M. de Porto-Seguro. In his report, M. de Porto-Seguro remarked that the Organization, which at first had devoted its chief attention to the preparation of general conventions laying down certain principles of international law in the matter of communications, had been able to enter more and more fully into the details of the special questions coming within its province, and to adapt its activities to changing needs.

Entering upon more technical fields, the Rapporteur noted briefly that, in the matter of road traffic, the Organization was seeking to bring about regulations for level-crossing signals; as regards transport by rail, studies had been continued with a view to framing model conventions to facilitate the conclusion of bilateral agreements regarding frontier stations; in the matter of air navigation, efforts had been made to conclude an international agreement regarding Customs exemption for liquid fuel used for air transport; in connection with maritime navigation, the Advisory and Technical Committee of the Organization was to consider at its next session the measures which might be taken to facilitate the international unification of tonnage measurement and the conclusion of agreements on this subject.

With regard to maritime navigation, M. de Porto-Seguro drew the attention of the Committee to a fresh question which had been submitted to the Organization at the request of the Government of the United Kingdom, which pointed out that the pollution of the sea owing to the discharge of oil and oily water was increasing. A draft Convention had been adopted by an International Conference held at Washington in 1926, but, since then, no agreement based on the conclusions of that Conference had been reached. It had been represented to the United Kingdom Government that certain evidence had accumulated in the last eight years which might alter the views expressed during that Conference, and which in any case deserved further international consideration.

The views set forth by the United Kingdom Government were referred to the Advisory and Technical Committee for Communications and Transit, on the understanding that, after an initial inquiry, the Transit Organization would convene experts belonging to the various countries concerned to study the problem more closely. If, as the outcome of this examination, it should be found desirable to recommend the conclusion of a convention on the matter, a memorandum would be submitted to the Council setting forth the object of such a convention and the advantages which might ensue.