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APPLICATION OF CERTAIN NON-GOVERNMENTAL ORGANIZATIONS FOR CONSULTATIVE STATUS

Note by the Secretariat

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The Economic and Social Council during its ninth session, on 18 July 1949, adopted the following resolution (263 (IX) C) on the report of the Council's Committee on Non-governmental Organizations:

"The Economic and Social Council

Decides to request the Transport and Communications Commission to advise the Council on the applications of the following organizations:

The Inter-American Federation of Automobile Clubs

The International Road Federation

The Permanent International Bureau of Motor Manufacturers

and requests the Council Committee on Non-governmental Organizations to consider the report of the Transport and Communications Commission and forward its recommendations to the Council."

To assist the Transport and Communications Commission in considering the advice it may wish to give to the Council, the following information is submitted with regard to the organizations concerned.

I. INTER-AMERICAN

I. INTER-AMERICAN FEDERATION OF AUTOMOBILE CLUBS
(Federacion Interamericana de Automovil Clubs-FIAC).
Avenida Alvear 2750,
BUENOS AIRES, Argentina.

1. Foundation

The Inter-American Federation of Automobile Clubs was founded in Mexico City on 21 September 1941 as the outcome of consultations held there during the simultaneous sessions of the "Second Inter-American Travel Congress" and the "Fourth Pan-American Highway Congress". Both organizations issued statements of approval of this action. The new Inter-American Federation of Automobile Clubs was initiated to replace the International Association of Recognized Automobile Clubs, which suspended its activities shortly after the outbreak of World War II. In other areas this association has been replaced since by the International Automobile Federation (FIA), which has already been granted consultative status, category (b), jointly with the International Touring Alliance (AIT).

Paragraph 8, below, gives an outline of the present inter-relationship between the FIAC, the FIA and the AIT.

2. General Purposes

As listed in Article 2 of the Constitution, the purposes of the Inter-American Federation of Automobile Clubs are to act as an association of the national American Automobile Clubs with the purposes of:

- (a) Achieving unity in all activities connected with motoring and to safeguard the interests of motoring in all the countries represented in the organization;
- (b) endeavouring to obtain better facilities for inter-American motor traffic;
- (c) ensuring uniform inter-American regulations of automobile sports;
- (d) encouraging the organization of automobile clubs in countries where such clubs do not exist;
- (e) encouraging the construction of highways and adequate auxiliary service installations;
- (f) promoting inter-American travel.

3. Membership

The Inter-American Federation of Automobile Clubs is composed of the following 24 automobile and touring clubs of the Americas;

/Automovil Club

Automovil Club Argentino
Touring Club Argentino
Automovil Club Boliviano
Automovel Club do Brasil
Touring Club do Brasil
Automovil Club de Colombia,
Asociacion Automovilistica Costaricense,
Automovil y Aero Club de Cuba
Automovil Club de Chile,
Touring y Automovil Club del Ecuador
Auto Club El Salvador
American Automobile Association
American Automobile Touring Alliance
Club Turista de Guatemala
Asociacion Automovilistica Hondurana
Asociacion Mexicana Automovilistica
Asociacion Nacional Automovilistica
Automovil Club de Nicaragua
Automovil Club del Uruguay
Club Panameno de Automoviles
Touring y Automovil Club Paraguayo
Touring y Automovil Club del Peru
Centro Automovilista del Uruguay
Touring y Automovil Club de Venezuela

These clubs have a total of 3,000,000 individual members.

4. Structure

The governing body of the Inter-American Federation of Automobile Clubs, the General Assembly, is made up of the delegates of the affiliated clubs and meets once a year. It elects the President, the Executive Committee, and the Auditor. Each club is permitted a delegation of five members and has one vote.

The Executive Committee, conducting the business of the FIAC subject to the control by the General Assembly, is composed of the President, 14 members and 10 alternate members. Each member of the Committee, with the exception of the President, must belong to a different affiliated club.

The Inter-American Sports Commission, appointed by the Executive Committee, has the special function of ensuring uniform Inter-American regulation of automobile sports by

- (a) Framing the Inter-American Sports Code, suggesting modifications of this code; and submitting the completed code to the General Assembly;
- (b) ensuring the speediest recognition of records of performances submitted for its approval.

5. Present Officers

President	Mr. Carlos P. Anesi
Secretary-Treasurer	Mr. Eduardo Edo
Secretary-General	Miss Margaret Field

6. Finance

The annual expenditures amount to approximately US \$13,000, about 90 per cent of which are covered by fees from the 24 affiliated clubs and the remaining 10 per cent by the sale of international documents and badges.

7. Relations with Governmental Organizations

The Inter-American Federation of Automobile Clubs is a member of the Central Committee of the Permanent Association of Pan-American Highway Congresses and was a member of the Organizing Committee of the Third Inter-American Travel Congress, held in San Carlos de Bariloche in February 1949. This Congress adopted a resolution recommending to the 21 American republics and Canada that they recognize the Inter-American Federation of Automobile Clubs as a continental organization and that private automobile and touring organizations become affiliated with this Federation, in view of its efficient work in the field of motoring and touring.

The FIAC was represented by observers at the United Nations Conference on Road and Motor Transport held in Geneva in August-September 1949.

8. Relations With Non-Governmental Organizations

The Inter-American Federation of Automobile Clubs co-operates closely with the International Automobile Federation and the International Touring Alliance (FIA/AIT). The Joint Committee of the FIA/AIT has recognized the FIAC as a continental organization in America. The three organizations have signed, on 5 July 1949, an agreement to unify into a single document the "Carnet de Passage en Douane" issued by AIT/FIA and the "Libreta de Pasos por Aduana" issued by the FIAC. Both the Central Bureau of the AIT/FIA and FIAC will continue to issue the document independently.

In addition to these arrangements interlocking membership relates the three organizations, as follows from the lists below:

(a) The following 11 members of the Inter-American Federation of Automobile Clubs are also members of the International Automobile Federation:

Argentina	Automovil Club Argentino
Bolivia	Automovil Club Boliviano

/Brazil

Brazil	Automovel Club do Brasil
Chile	Automovil Club de Chile
Colombia	Automovil Club de Colombia
Cuba	Automovil & Aero Club de Cuba
Mexico	Asociacion Nacional Automovilistica
Peru	Touring Y Automovil Club del Peru
U.S.A.	American Automobile Association
Uruguay	Automovil Club del Uruguay
Venezuela	Touring Y Automovil Club de Venezuela.

(b) The following 9 members of the Inter-American Federation of Automobile Clubs are also members of the International Touring Alliance:

Argentina	Touring Club Argentino
Brazil	Touring Club do Brasil
Chile	Automovil Club de Chile
Mexico	Asociacion Mexicana Automovilistica
Paraguay	Touring y Automovil Club Paraguayo
Peru	Touring y Automovil Club del Peru
U.S.A.	American Automobile Association
	American Automobile Touring Alliance
Uruguay	Centro Automovilista del Uruguay

Mr. Carlo P. Anesi, President of the Automovil Club Argentino who is President of the FIAC, is also a member of the Committee of the FIA.

The following 7 members of the Inter-American Federation of Automobile Clubs are affiliated neither with the International Automobile Federation nor with the International Touring Alliance:

Costa Rica	Asociacion Costaricense Automovilista
El Salvador	Auto Club El Salvador
Guatemala	Club Turista de Guatemala
Honduras	Asociacion Hondurena Automovilista
Nicaragua	Asociacion Automovilista Nicaraguense
Panama	Club Panamense de Automoviles

9. Activities

The Inter-American Federation of Automobile Clubs has held nine General Assemblies since its foundation. In its endeavour to achieve the general purposes as outlined in paragraph 2, the FIAC has dealt with such matters as:

- (a) the simplification and co-ordination of customs formalities for motorists and in particular the establishment and recognition of the "Libreta de Pasos por Aduana";
- (b) the uniformity of the legal system governing Inter-American road traffic, especially by promoting the signing and ratification of the Convention on the Regulation of Inter-American Automotive Traffic (Washington 1943);

/ (c) the elimination

- (c) the elimination of formalities required for consular visas, immigration, exchange of currencies, among others through the conclusion of bilateral agreements or continental conventions and the adoption of the "Inter-American Tourist Card";
- (d) the extension and improvement of the highway network and the installation of supply and service stations along the highways;
- (e) promotion of inter-American touring travel in general;
- (f) establishment of national parks and protection of the native fauna and flora;
- (g) information concerning roads and tourist facilities;
- (h) services for embarking and landing cars;
- (i) reservation of passages and accommodations;
- (j) organization of sports events in the field of motoring.

10. Publications

The Inter-American Federation of Automobile Clubs has to date published four issues of a review called "America".

11. Summary

The outline of the general purposes and activities of the Inter-American Federation of Automobile Clubs as given above shows that they are very similar to those of the International Automobile Federation and the International Touring Alliance, which have already been jointly granted consultative status in category (b). The three organizations are linked by such common undertakings as the issue and guarantee of the customs pass for touring vehicles. The majority of the clubs affiliated with the Inter-American Federation are also members of either the International Touring Alliance or the International Automobile Federation.

II. INTERNATIONAL ROAD FEDERATION (IRF)
(Fédération Routière internationale)

American Organization:

550 Washington Building
Washington 5, D C.

European-East Organization:

18 South Street
London, W.1, England

The International Road Federation is composed of two separate and independent organizations connected by a Joint Committee. The two organizations have the same name and essentially the same general purposes, but cover different geographical areas.

The Joint Committee has the function of co-ordinating the activities of the two organizations in matters of common interest and concern, and is designed to serve as the liaison organ to the Economic and Social Council should it be granted consultative status.

In view of the situation described the following report deals with the two bodies separately. A last paragraph will contain a summary and outline of the composition and functions of the Joint Committee.

A. INTERNATIONAL ROAD FEDERATION - American Organization

(covering the Western Hemisphere, extending westward to the Philippines and Japan).

1. Foundation: June, 1948

2. General Purposes:

The by-laws of the American organization state in Article II the following purposes:

"The objects and purposes of the Federation, as expressed in its Certificate of Incorporation, shall be, in all lawful ways:

(1) to promote the education of both the public and the governments in all countries of the world concerning the social and economic benefits to be derived from adequate road systems.

(2) to encourage and support the planning and execution by governments of sound programs for the improvement and extension of the road systems of all countries of the world.

(3) to collect and collate statistical, technical, economic, educational and other material pertaining to the betterment of road systems and the advantages to be derived from them, and to publish and distribute such material as widely as seems advantageous.

(4) to cooperate with the Permanent International Association of Road Congresses and with other international and local groups having objectives similar to those of this corporation, and to sponsor the formation and affiliation with this corporation of local and regional road federations in all countries and regions of the world."

3. Membership

The following paragraphs of Article III of the by-laws lay down the main provisions with regard to membership in the American organization:

"Section 1. The membership of the Federation shall consist of Sustaining, Associate and Honorary Members.

Section 2. Sustaining Members shall be such persons, firms, corporations or associations in the United States (a) as are interested in supporting the purposes of the Federation and (b) as may be admitted to membership in accordance with the provisions of these By-Laws.

Section 3. Associate Members shall be such national or regional road federations or similar organizations in any countries or regions of the world (a) as have purposes and interests in common with those of the Federation, are generally representative of the interests they embrace and are not conducted for individual profit or politically partisan purposes, and (b) as may be admitted to membership in accordance with the provisions of these By-Laws.

Section 4. Honorary Members shall be such persons as may be elected by the Board of Directors in recognition of their services to the Federation, of

/their services

their services to the development and improvement of road systems in any part of the world, or of their accomplishments in national or international affairs. Honorary Members shall pay no dues, shall have no vote and shall not be eligible to hold office in the Federation."

The Federation has at present about 300 sustaining members, mostly firms of the petroleum, rubber, automobile manufacturing and road transport and construction industries and related fields. All these firms have their domiciles in the United States of America.

The following are Associate Members:

Associaçao Pro Boas Estradas	Brazil
Asociacion Peruana de Caminos	Peru
Asociacion Mexicana de Caminos	Mexico
Instituto Chileno Pro Buenos Caminos	Chile
Asociacion Boliviana de Carreteras	Bolivia
Canadian Good Roads Association	Canada
Asociacion Uruguay de Caminos	Uruguay
Union Routiere de France	France
British Road Federation	Great Britain
Centraal Overleg	Netherlands
Fédération Routiere Suisse	Switzerland
Svenska Vagforeningen	Sweden
Fédération Routiere Belgique	Belgium
Indian Road Federation	India

Similar associated organizations are in formation in Argentina, the Philippines, Venezuela, Cuba and Honduras.

The following associations act as Consultants to the IRF American organization.

Automotive Safety Foundation
The Asphalt Institute
National Highway Users Conference
National Association of Motor Bus Operators
American Automobile Association
Institute of Traffic Engineers

4. Structure

The governing body of the IRF American organization is the Annual Meeting of the Members.

With regard to the right to vote at the Meetings of the Members, Article V of the By-Laws contains inter alia the following provisions:

"Section 3. At each meeting of the Members each Sustaining and Associate Member whose dues are not delinquent shall be entitled

(a) to one (1) vote for the first One Hundred Dollars (\$100.00) of such Member's annual dues for the year during which the meeting is held, and

/(b) to one

(b) to one (1) additional vote for each additional full One Thousand Dollars (\$1,000.00) of such Member's annual dues for such year. Each Member entitled to vote at any meeting may vote by proxy, provided a written appointment of the proxy, signed by or in behalf of the Member, has been filed with the Secretary within two (2) years prior to the date of the meeting."

As follows from paragraph 6 below, the distribution of dues among the Sustaining and Associated Members during the year 1949 was such that the overwhelming majority of the votes in the Meeting of Members was held by Sustaining Members, all of which were domiciled in the United States of America.

The Board of Directors of the American organization controls and manages the affairs and funds of the Federation. This Board consists of not less than six and not more than twenty Directors, elected by the Members, and the Executive Director as ex-officio Member.

At least six Directors have to represent the Sustaining Members and of the following interests among such Members:

Two Directors of the petroleum industry
Two Directors of the rubber industry
Two Directors of the automobile manufacturing industry

No more than two of the Directors representing the Sustaining Members, serving at one time, are to be connected as Director, officer, or employee, with any one company or companies controlled by that company, and no more than two of the Directors representative of the Associate Members, serving at one time, are to be nationals of any one country.

The Executive Committee of the American organization consists of not less than three members and the Executive Director as an ex-officio Member. The Executive Committee is annually elected by the Board of Directors from among the Directors and it is to include one Director representative of each of the following interests: the petroleum industry, the rubber industry and the automobile manufacturing industry.

The Executive Director is the chief executive and administrative officer of the American organization.

5. Present OFFICERS of the American Organization:

Chairman: B. C. Budd
Treasurer: Paul R. Mattix
Secretary and
Executive Director: Robert O. Swain

6. Finances - American Organization:

The funds of the American Organization are provided by annual dues from its Members and by special contributions. The relevant paragraphs of Article IV of the By-Laws read as follows:

"Section 1. Each Sustaining Member shall pay annual dues in the amount of One Hundred Dollars (\$100.00) and such additional amount as may be mutually agreed upon from year to year between such Member and the Board of Directors.

Section 2. Each Associate Member shall pay annual dues in the amount of One Hundred Dollars (\$100.00) and such additional amount as may be fixed from year to year by the Board of Directors, either for such Member specifically or for Associate Members generally.

.

Section 4. The activities of the Federation shall be supported financially not only by the annual dues of the Members but also by such contributions as may be made to the Federation from time to time by the Members and by others interested in supporting its purposes and activities."

The budget for the calendar year 1949 was US \$95,000., practically all of which was received from American manufacturers of automobiles, rubber and petroleum.

The budgets of the individual Associated Members average about US \$35,000. each per year.

7. Relation to Other International Organizations

The American organization works closely with the Pan American Union, the International Chamber of Commerce, the International Association of Road Congresses, and the Pan American Highway Congress Association.

8. Activities and Publications

To achieve the purposes as set out in paragraph 2 above, the IRF American organization has initiated the following activities:

(a) Fellowship Programme

It is planned to grant during the year 1950 about 20 fellowships of US \$2000 each to engineering students, primarily from under-developed areas, enabling them to follow courses in highway engineering in the United States, and to study in the field the methods and the equipment for road construction.

(b) Surveys of Highway Needs

In co-operation with Associated Members the IRF is preparing in several countries a survey of the needs for road transport and highway improvement and construction. These surveys will form the basis of programmes for

/legislative action

legislative action and technical development.

(c) Study of Highway Financing

The organization is planning to gather economic and technical data on the financing of highways, e.g. through tolls. A matter to which it will give particular attention is the development and financing of farm-to-market roads.

(d) Publications

The following reports are under preparation:

1. Economic and Social Advantages of Roads
2. Glossary of Highway Terms (in English, French, Spanish and Portuguese).

B. INTERNATIONAL ROAD FEDERATION - European-East Organization
(covering Europe and the East, extending as far as Australia and New Zealand)

1. Foundation: 1948
2. General Purposes

The Memorandum of the Association of the European-East organization mentions in paragraph 3 inter alia the following as the main objects, for which the organization was established:

- "(a) To promote the co-operation and interests of all persons, firms, organizations and bodies, incorporated or unincorporated in any way engaged or interested in the use, maintenance and construction of roads and the development of road transport in any part of the World
- (b) To encourage and further the development and use of roads and road transport throughout the World and with a view thereto to take all such steps as may be deemed expedient for the education and information of all such persons, firms and bodies as aforesaid and of the public and Government of any Country
- (c) To provide facilities for conferring with and making representations and proposals to Governments and Government Departments, public Authorities and bodies in any part of the World on the objects of the Federation
- (d) To originate, promote and support improvements in the law and regulations directly or indirectly affecting those concerned or interested in roads and road transport in any Country in which it is lawful so to do
- (e) To co-operate in every way with other bodies incorporated or unincorporated having objects the same as or similar to those of the Federation and in particular to act in liaison with the International Road Federation of America and generally to organize meetings and conferences of Members of the Federation and others at such times and in such Countries as may be deemed expedient
- (f) To collect, collate and disseminate amongst Members of the Federation and others information, data and statistics relating to roads and road transport and to cause the same to be printed, published, distributed and otherwise advertised
- (g) To carry out research and experiments into all matters relating to roads and road transport and generally to assist in the betterment of economic technical and scientific knowledge in regard thereto and to that end to establish and support and assist in the establishment and support of technical and other schools and institutions for research and learning."

3. Membership

The Articles of Association of the European-East Organization contain inter alia the following provisions with regard to membership:

- "4. The subscribers to the Memorandum of Association and such National or Regional Federations and Associations having objects the same as
/or similar

or similar to those of the Federation and such other persons, firms, companies and bodies incorporated or unincorporated as shall be admitted to Membership by the Council in accordance with these Articles shall be Members of the Federation and shall be entered in the Register accordingly.

5. The general qualification for Membership shall be an interest direct or indirect, in the use, maintenance and construction of roads and the development of road transport but the Council may from time to time determine any particular requirements for qualification as a Member."

The "Rules" specify further:

"7. The number of Members of the Federation is limited to 500, but may be increased.

8. Membership is open to National and Regional Federations and Associations in any part of the World which have objects the same as or similar to those of the Federation. There are four Categories of Members and a Federation or Association which the Council may think desirable to admit to Membership may be admitted in such Category as the Council may think fit but a Federation or Association applying for Membership shall not be bound to become a Member in any Category other than that selected by it. A Member may, with the consent of the Council, change from one Category to another. The rights and privileges of Membership are not transferable.

.....

10. The Council may admit, as Associates, persons, firms, companies and bodies, incorporated or unincorporated, having the said general qualifications and not being National or Regional Federations or Associations. Associates shall not be Members of the Federation for the purposes of the Statutes and the Memorandum and Articles of Association of the Federation.

11. The Council may admit, as International Associates, National Associations and Federations, incorporated or unincorporated, the objects of which are not the same as or similar to the principal object of the Federation but which nevertheless have the said general qualifications. International Associates shall not be Members of the Federation for the purposes of the Statutes and the Memorandum and Articles of Association of the Federation."

The four categories, to which section 8 of the Rules refers, are distinguished by their financial contribution as shown in paragraph 6 below.

The following associations are members of the European-East Organization:

Union Routière de France	Paris, France
British Road Federation	London, England
Centraal Overleg	The Hague, Holland
Fédération Routière Suisse	Berne, Switzerland
Svenska Vagforeningen	Stockholm, Sweden
Society of Motor Manufacturers and Traders Ltd.	London, England
Indian Roads and Transport Development Association	Bombay, India

/Similar organizations

Similar organizations are in formation in East Africa, South Africa, North Africa and New Zealand.

4. Structure

(a) The governing body of the IRF European-East Organization is the General Meeting of the Members, held annually.

With regard to the right to vote, the Rules contain inter alia the following provisions:

"27. At every General Meeting a Resolution put to the vote of the Meeting shall be decided on a show of hands of the Members present in person or by proxy unless a poll be demanded by any Member present in person or by proxy.

28. Subject to the provisions of Rules 17 and 25*, on a show of hands every Member, present in person or by proxy, shall have one vote. On a poll, every Member, present in person or by proxy, shall be entitled to votes as follows:

Member in Category I six votes
Member in Category II four votes
Member in Category III two votes
Member in Category IV one vote

provided always that upon any Resolution being put to the vote of a General Meeting, votes in excess of twelve cast in favour of the Resolution by Members established in any one country shall not be counted and votes in excess of twelve cast against the Resolution by Members established in any one country shall not be counted."

The first Councillors of the European-East Organization are the representatives of

Union Routière de France;
Fédération Routière Suisse;
Svenska Vagföreningen;
Centraal Overleg;
British Road Federation Limited.

(b) The Council of the European-East Organization has inter alia the following terms of reference, according to paragraph 38 of Articles of Association:

"38. The affairs of the Federation shall be managed by the Council who may pay all such expenses of and preliminary and incidental to the promotion, formation, organization, establishment, registration, staffing and equipment of the Federation, whether incurred before or after incorporation, as they think fit, and may exercise all such powers of the Federation, and so on

* Referring to the appointment of representatives.

/behalf

behalf of the Federation all such acts as may be exercised and done by the Federation, and as are not by the Statutes or by these Articles required to be exercised or done by the Federation in General Meeting, subject nevertheless to any regulations of these Articles, to the provisions of the Statutes, and to such regulations (being not inconsistent with the aforesaid regulations or provisions) as may be prescribed by the Federation in General Meeting, but no regulations made by the Federation in General Meeting shall invalidate any prior act of the Council which would have been valid if such regulations had not been made."

5. Present Officers of the European-East Organization:

Chairman:	Georges Gallienne
Chief Executive:	B. O. Massé
Assistant Executive:	K. E. Boone
Secretary:	W. G. Kennedy

6. Finances

With regard to entrance fees and dues of the European-East Organization, paragraph 15 of the Rules contains the following provisions:

"15. Every Member, Associate and International Associate, upon admission, shall pay to the Federation an entrance fee. ... Members shall, in addition to entrance fee, pay in sterling annual subscriptions as follows:

Member in Category I	L1,500 per annum
Member in Category II	L1,000 per annum
Member in Category III	L500 per annum
Member in Category IV	L250 per annum

Associates and International Associates shall, in addition to entrance fee, pay in sterling annual subscriptions as follows:

Associate who proves membership of a Member in any of the above categories	L25 per annum
Associate other than as above	L50 per annum
International Associate	L50 per annum

C. JOINT COMMITTEE OF THE AMERICAN AND EUROPEAN-EAST ORGANIZATIONS

The Joint Committee forms the link between the two organizations and is designed to serve as the liaison body of the IRF with the Economic and Social Council should the Council grant it consultative status. It consists of four members, namely the Chairmen of the two organizations and their Executive Directors.

As the result of an informal agreement, the IRF offices in Washington, D. C., U.S.A., have been designated as the headquarters of the Joint Committee.

D. SUMMARY

Other organizations dealing with road transport, such as the International Chamber of Commerce (ICC) which has a Committee on Highway Transport, the International Touring Alliance/International Automobile Federation (AIT/FIA), and the International Road Transport Union (IRU) have already been granted consultative status with ECOSOC. Although IRF operates in the same general field as these organizations, the ICC, AIT/FIA, and IRU primarily represent the interests of touring, road transport users and carriers, while the IRF aims primarily at promoting road transport in general and expansion of the highway networks.

III. INTERNATIONAL PERMANENT BUREAU OF MOTOR
MANUFACTURERS (IPBMM)
(Bureau Permanent International des
Constructeurs d'Automobiles)
2 Rue de Presbourg
Paris - VIII^e

1. Foundation

The IPBMM was founded in 1919 by representatives of associations of automobile manufacturers of Belgium, France, Italy, the United Kingdom and the United States, replacing a similar organization which had been founded in 1911 but was dissolved during World War I.

The activities of IPBMM were completely suspended from 1939 to 1944. Since 1946 it has rallied most of its former members and resumed its functions.

2. General Purposes

The general purposes of the IPBMM, as stipulated in the Statutes of the organization and its application for consultative status, are the following:

- (a) To act as a permanent link between national organizations of the automobile industry.
- (b) To study all questions affecting the development and future of the automobile industry in general.
- (c) To determine in connexion therewith the general policy to be followed by its affiliated groups, and to represent them in all matters where common action is deemed necessary.
- (d) To conclude any agreements and to take any lawful action for the purpose of developing the use of automobiles and the automobile industry and trade.
- (e) To represent the automobile industry in the international field.
- (f) To sponsor international automobile congresses and supervise international automobile exhibitions and similar activities.
- (g) To collect and circulate statistical, commercial, industrial, legislative, fiscal and customs information concerning automobiles.

3. Membership

National associations of the automobile industry are eligible for membership in the IPBMM. Each nation can be represented in the IPBMM by only one manufacturer's association, which must include among its members at least one-half of the manufacturers established in that nation.

/The following seven

The following seven national associations are at present members of IPBMM:

Belgium:	Fédération des Associations de l'Industrie et du Commerce de l'Automobile
France:	Chambre Syndicale des Constructeurs d'Automobiles
Great Britain:	Society of Motor Manufacturers and Traders Ltd.
Italy:	Associazione Nazionale fra Industrie Automobilistiche e Affini
Netherlands:	Nederlandsche Vereeniging de Rijwiel en Automobiël Industrie
Switzerland:	Chambre Syndicale de l'Automobile, du Cycle et des Accessoires
Czechoslovakia:	Hospodarska Skupina Prumyslu Zeleza A Kovu V Ustrednim Svezu Prumyslu Ceskoslovenskeho. (Automobil Sektye).

The Automobile Manufacturers' Association of the United States withdrew from IPBMM in 1932.

With regard to the admission of new members, the Statutes contain the following provisions:

"Art. 7.- Professional Associations of nations other than the ones mentioned in Article 1 may be admitted to the Permanent Bureau, provided:

1. they give in writing their adhesion to the statutes;
2. they state their intention by a request addressed to the President.

This request shall be examined by the Permanent Bureau during its next meeting. It shall not be taken into consideration if it does not obtain the favorable votes from four-fifths of the national associations mentioned in Article 1, adherents of the Bureau; such votes may be given either verbally during the meeting or by mail.

Art. 8.- When accepted, the professional Associations of Nations other than those mentioned in Article 1, shall have the same rights and advantages as the other Associations.

They shall not, however, be called upon to pronounce on new admissions, on modifications to the text of the statutes or on the eventual dissolution of the Bureau, deliberations concerning these three points being reserved to the Associations of the nations mentioned in Article 1."*

The IPBMM is further represented by corresponding or associated groups in some other European countries.

4. Structure

The Governing Body of IPBMM is the Bureau itself, comprised of one delegate from each adhering national association. The Bureau elects the President, the

* Namely Belgium, France, Italy, United Kingdom and United States.

/Vice-Presidents

Vice-Presidents, and the Secretary-General. The meetings are called by the President whenever he deems it necessary, and at least three times each year. The presence of one delegate from each adhering national association is compulsory.

Decisions are taken by absolute majority, but each national association remains the absolute master of decisions affecting its own territory.

The activities of IPBMM are directed and controlled by a Committee composed of the President, two Vice-Presidents and the Secretary-General, elected for a period of two years by the plenary meeting of the Bureau.

5. Present Officers

Chairman: Dr. Llewellyn Smith (Great Britain),
General Manager, Society of Motor Manufacturers
& Traders Ltd. (S.M.M.T.)

1st Vice-Chairman: Dr. Biscaretti (Italy), President of the
Associazione fra Industrie Automobilistiche e
Affini (A.N.F.I.A.A.),

2nd Vice-Chairman: Mr. Brondeel (Belgium), President of the
Fédération des Associations de l'Industrie et
du Commerce de l'Automobile (FEDICA).

Secretary-General: R. de Nercy

6. Finances

The budget of the IPBMM is primarily financed by annual membership fees from each adhering national association. This annual fee consists of a fixed sum plus a sum proportional to the number of workers and employees engaged in automobile manufacturing by the members of the national association. This proportional part of the fee is determined each year by the Bureau at the time of establishing its yearly budget.

Extraordinary expenses may be provided for by special contributions from each adherent national association.

The basic budget for the year 1949 amounted to English L3,000.

7. Relations with Inter-Governmental Organizations

In 1932 the IPBMM acted as a consultant to the Economic Committee of the League of Nations for matters concerning the automobile industry.

The Bureau was represented by observers at the United Nations Conference on Road and Motor Transport, held in Geneva in August-September 1949. Representatives of the Bureau have also attended a number of meetings of various sub-committees and working parties of the Inland Transport Committee of the Economic Commission

for Europe dealing with questions of road transport.

8. Relations with Non-Governmental Organizations

The IPBMM co-operates with the following non-governmental organizations:

International Organization for Standardization
(Committee 22: Automobile),
International Road Transport Union,
International Bureau of Containers,
International Chamber of Commerce (Road
Transport Committee),
Central Bureau of the International Touring
Alliance and the International Automobile Federation,
International Road Federation.

9. Activities

The IPBMM has organized three World Automobile Congresses and a number of international automobile exhibits (Salons internationaux de l'automobile).

Two new international organizations, one of motorcycle manufacturers and the other of coach builders, were set up under the auspices of IPBMM.

Representatives of the organization have actively participated, especially with regard to the technical conditions to be fulfilled by vehicles, in the preparation of a Draft Convention on Road and Motor Transport by the Economic Commission for Europe.

The meetings of the Bureau have dealt with such matters as:

International Standards concerning weights and dimensions of
motor vehicles,
Clauses of guarantee as granted by manufacturers,
Reconstruction of the transport equipment of Europe,
Fiscal charges on road traffic and fuel,
Co-ordination of road and rail transport.

10. Publications

Before World War II the IPBMM published the following:

- (a) A bi-monthly information bulletin,
- (b) A monthly statistical bulletin of registration, imports and exports of motor vehicles,
- (c) An Annual Review of the Automobile Market
- (d) Periodical bulletin on administration and fiscal regulations concerning motor vehicles.

/Since the war

Since the war IPBMM has resumed the publication of the monthly statistical bulletin. It has also published a new edition of the "Répertoire international de l'industrie automobile".

11. Comparison of Motor Vehicle Production

The following table of statistical data, supplied by the Statistical Office of the United Nations, shows the total output of the principal motor manufacturing countries of the world (excluding the USSR), listing first those countries whose manufacturers are affiliated with IPBMM and secondly those without such affiliation.

PRODUCTION OF MOTOR VEHICLES*		
January - October 1949		
COUNTRY	Average Number Per Month in Thousands	Index
<u>Countries with manufacturers associations affiliated to IPBMM</u>		
United Kingdom	50	7.6
France	23	3.5
Italy	6	1.0
Czechoslovakia	2	0.3
<u>Countries whose manufacturers are not affiliated with IPBMM</u>		
United States**	540	81.6
Canada	24	3.6
Germany (US and UK Zones)	11	1.7
Japan	2	0.4
Estimate of World Production (excluding USSR)	661	100.0
* Excluding vehicles assembled from imported parts. ** Including parts shipped for assembly abroad.		

The above data show that the total output of all the countries in which the IPBMM has affiliated national associations amounts to only about 13 per cent of the total world production, excluding the USSR. This is due mainly to the fact that the manufacturers associations of the Western Hemisphere are not represented in the organization.
