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MEETING OF EXPERTS TO PREPARE FOR A WORLD  
CONFERENCE ON PASSPORTS AND FRONTIER  
FORMALITIES

PRELIMINARY MEMORANDUM

ANNEX 15 - SUGGESTIONS OF THE INTERNATIONAL TOURING ASSOCIATION (I.T.A.)  
ON PASSPORTS AND FRONTIER FORMALITIES

The International Touring Association, which includes a large number of national touring associations and whose aim is to promote touring in all its forms (motoring, cycling, camping, boating, etc.), considers that freedom of international travel should be restored as speedily as possible. It seems strange that the different obstacles preventing or hindering international travel should have become more numerous and varied at a time when technical progress has created means of transport which facilitate rapid journeys over great distances to an unprecedented extent. The I.T.A. considers that the re-establishment of freedom of communications is essential to combating exaggerated nationalism and increasing mutual understanding between nations. These are the considerations on which the suggestions submitted by the Association are based.

The I.T.A. realizes that a return to complete freedom of international travel will require long and patient efforts and can only be achieved gradually. We shall therefore not confine ourselves to indicating the final aim to be achieved, but shall also make proposals for the gradual abolition of existing restrictions hindering freedom of movement.

I. PASSPORTS

The I.T.A. advocates a return to the system used before the first world war, namely, abolition of the necessity to possess a passport in order to enter a foreign country. In the meantime, the following interim /arrangements

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arrangements should be envisaged:

(a) The I.T.A. supports the proposals of P.I.C.A.O. with regard to the issue of a simplified passport for non-immigrants. It considers, however, that the period of validity of these passports should be extended to more than a year and that renewal should be made much easier.

(b) The I.T.A. suggests that collective passports should be issued for journeys of short duration. Such passports should be issued to the occupants of a motor-coach making a collective journey in a foreign country and to those taking part in collective journeys organized by travel agencies, tourist associations and other similar organizations, using methods of transport other than the motor-coach, and to the occupants of a private car whose driver has an ordinary passport or a non-immigrant passport. The formalities necessary for the issue of a collective passport should be limited to the submission of some means for the identification of all the travellers by the organizer of the collective journey, so that each traveller will not be obliged to visit personally the authority issuing the collective passport.

(c) The driving license, with a photograph attached, should, as soon as possible, be recognized as a means of identification replacing the passport. The same should apply to customs documents, such as the transit card for bicycles, provided that a photograph of the owner of the vehicle is attached. It would also be desirable to replace the passport by a list of the passengers in an automobile, to be issued at the frontier by the police of the foreign country. This passenger list would be valid for a single journey and its issue would be subject to the condition that the driver of the vehicle should establish his identity by means of a driver's license or, if necessary, by means of a non-immigrant passport.

## II. VISAS

The I.T.A. suggests that exit, transit and entrance visas should be

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abolished as soon as possible. We think that the police of various countries will soon again be sufficiently well organized to prevent the stay in their national territory of undesirable aliens who have been able to cross the frontier thanks to the abolition of the entrance visa. We are afraid, moreover, that the continuation of an extremely strict control of persons crossing frontiers will be detrimental chiefly to honest people, whereas ill-intentioned persons will find a means of entering a foreign country in a clandestine manner or by violating the law in some other way.

The I.T.A. submits the following suggestions for the interim period and with a view to the gradual abolition of the visa:

- (a) A transit visa should be issued automatically if the State which the traveller wishes to enter has granted an entrance visa.
- (b) States should cease to make the issue of the visa conditional on justifying the journey for commercial or family reasons, etc., and should issue entrance visas for tourist travel.
- (c) Entrance visas should be issued for several journeys and should remain valid for a long period.
- (d) The right to issue entrance visas should be given not only to diplomatic agents but also to consular agents. Diplomatic and consular agents should not be obliged to have the visa confirmed by their Ministry or by any other authority in their country. The formalities to be undergone when applying for a visa should be simplified. The applicant should not be obliged to submit to the interrogation of several officials. The diplomatic and consular offices authorized to issue visas should have a sufficiently large staff to reduce delay. They should also distribute printed circulars in which all formalities for obtaining visas should be clearly explained and which should be made available automatically to travel agencies, touring associations and other similar organizations.
- (e) Collective visas should be issued on production of the collective

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passport mentioned in Paragraph Ib.

Frontier police should be authorized to issue to foreigners, particularly those arriving at a road frontier post in the course of their journey, entrance visas or entrance documents for a very short period (one or two days) or at least for a particular trip. This facility should exist in the following cases in particular:

When a road connecting two parts of the same country crosses the territory of another country;

When a frontier divides two neighbouring tourist regions.

(f) The charge for an entrance visa should be small.

### III. FRONTIER FORMALITIES

(a) Hours at which frontier posts should be open.

Customs offices and frontier police stations should be open day and night on the main roads used by international traffic. During the tourist season, the possibility should be considered of keeping open day and night customs offices and frontier police stations which are closed at certain hours at other times of the year.

(b) Customs, police and currency control, etc., should be carried out in one place and without obliging all the occupants of a motor vehicle to enter the customs building.

If an individual means of transport such as an automobile, bicycle or canoe is partially dismantled (for instance, if the wheels are removed, the tires deflated, or the headlights taken off, etc.) for purposes of inspection, the authority which dismantled the vehicle should be obliged to reassemble it, unless an infringement has been discovered.

(c) Travellers by automobile should not be obliged to carry a special identity card in addition to the means of identification required of other travellers and the documents provided for by international traffic conventions.

### /IV. MONETARY QUESTIONS

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(a) Travellers journeying by automobile or any other means of individual transport should have the right to import the same amount in bank notes of the country of their destination as those using collective means of transport.

(b) The total sum in bank notes of the country of destination which travellers are authorized to import should be sufficient to enable them to pay the cost of their stay until they are able to cash traveller's cheques or other letters of credit or to exchange the currency of their own country for the currency of the country of destinations. The difficulty of changing money at week-ends and on holidays should be taken into account.

Officially controlled exchange offices should be set up near the frontier on roads mainly used by international traffic.

(c) The allocation of currency to motorists and motor cyclists should be increased in order to enable them to cover the expenses entailed by the use of their vehicle (petrol, oil, garages, repairs) in order that they should not be at a disadvantage in relation to travellers using public methods of transport, who can pay for their tickets for journeys abroad in their own currency.

The I.T.A. has confined its suggestions to documents and formalities affecting persons travelling abroad. We should like to point out that travellers using individual means of transport, such as the automobile or bicycle, are obliged to submit to numerous formalities regarding their vehicles. The problems raised by the temporary import of individual means of transport are manifold (customs documents, foreign driving licenses, exemption of the vehicle from taxation, possible insurance against third party risks in countries where such insurance is compulsory, possibility of obtaining rationed fuel in a foreign country). Documents and customs formalities relating to themselves and their passengers and to their vehicles

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constitute a single problem for travellers using their own vehicles, and the resulting difficulties should be solved together.

The I.T.A. also wishes to point out that the main obstacle to the freedom of international travel consists at present in the various exchange restrictions, such as the prohibition to import the national currency of the country where the traveller wishes to go, the prohibition to export foreign currency, the limitation of the right to obtain traveller's cheques and other means of payment and to use assets abroad, etc. Facilities granted in the field of passports and visas will have no great effect unless an appropriate solution is found for the problem of currency to pay for journeys abroad.

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