LEAGUE OF NATIONS

COMMUNICATIONS AND TRANSIT ORGANISATION.

COMMITTEE OF ENQUIRY INTO QUESTIONS RELATING TO PUBLIC WORKS AND NATIONAL TECHNICAL EQUIPMENT.

REPORT on the Fourth Session of the Committee.

I.

The Council of the League of Nations, after examining, during its meeting on September 24th, 1932, the report which the Committee of Enquiry into Questions relating to Public Works and National Technical Equipment had submitted to it on its third session, adopted the following resolution:

"The Council,

"Having taken note of the report of the Committee of Enquiry into Questions relating to Public Works and National Technical Equipment on its third session:

"Thanks the Committee for the work it has done and requests it to proceed with the examination of the schemes, the study of which has been suspended and of any which may still be laid before it;

"Requests the Secretary-General to transmit to the Commission of Experts set up in accordance with Annex V of the Lausanne Convention of July 9th, 1932, the results of the work of the Committee of Enquiry into Questions relating to Public Works and National Technical Equipment contained in the reports which have already been submitted to the Council or which will subsequently be submitted to it, with a view to the possible inclusion of that question in the agenda of the Economic and Financial Conference;

"Requests the Secretary-General to transmit the present report to the Assembly."

Continuing its task, the Committee of Enquiry held its fourth session at Geneva from June 7th to 10th, 1933, with a view to examining a number of schemes which had been submitted to it previously, but the study of which had been suspended since the documentation was not yet complete, and also certain new schemes which had reached it since its third session.

During its examination, the Committee, pursuing the same procedure and basing its work on the same criteria as previously, as set forth in its former reports, arrived at the following conclusions.

II.

BULGARIA.

Programme of Road and Bridge Construction.

Having considered the new proposals made by the Bulgarian Government, the Committee was of opinion that it would recommend the west-east trunk road connecting Sofia with the Yugoslav and Turkish frontiers (estimate: 11 million Swiss francs, including the bridge-construction programme).
The Committee thought that the Black Sea coast road from Varna to Malko Tarnovo through Burgas and the road connecting Sofia with the Danube and the Roumanian frontier through Berkovitza, Ferdinand and Lom could be reserved for a second stage of the work to be done (estimate: 5 million Swiss francs).

Estonia.

Programme of Road and Bridge Construction (estimate: 8.1 million Swiss francs).

Having considered the additional information which has been produced, the Committee expressed itself in favour of the proposed construction work.

Hungary.

(a) General Programme for the Reconstruction of Roads.

Having before it the revised programme submitted by the Hungarian Government, the Committee expressed itself in favour of the following five main roads (estimate: 35 million Swiss francs, including the amount for the restricted programme previously approved by the Committee):

1. Extension to the Roumanian and Yugoslav frontiers of the Pesth-Szeged road, which was provided for in the restricted programme already approved by the Committee, with two connections, one towards Timisoara, the other towards Senta and Subotica;
2. Road from Lake Balaton to Győr;
3. Road from Kecskemét to the Yugoslav frontier towards Zagreb;
4. Extension of the Pesth to Puszpol-Ladány road to the Roumanian frontier;
5. Extension of the Pesth-Miskolc road to the Czechoslovak frontier.

(b) Programme for the Improvement of the State Railway System (estimate: 45 million Swiss francs).

The Committee, regarding this as essentially a proposal for the improvement of existing lines, could not express itself in favour of this scheme, unless it were to receive additional information proving the international character of the work requested, either in the form of considerable new facilities to be given to international traffic or in view of the possibility of counting on orders being placed in other countries.1

Latvia.

Scheme for the Construction of Railway Lines from Riga to Karsawa and Riga to Rujiena (estimate: 33.4 million Swiss francs).

As a result of the additional information which had been supplied by the Latvian Government, the Committee approved this scheme. Nevertheless, since it had already agreed to a very important programme submitted by the Latvian Government for the construction of roads, some of which would run alongside the proposed railway lines, the Committee did not think that it could recommend the carrying out of both schemes at the same time, and held that the Latvian Government should state its preference either for the railway or for the road in each particular case.

Poland.

(a) Programme of Electrification Works for Poland (estimate: 116 million Swiss francs).

In view of the results of the new memorandum submitted by the Polish Government, the Committee approved the programme which had been laid before it. It was nevertheless of opinion that, before carrying out this programme, it would be desirable to have a survey made on the spot, in order to ascertain the value of the former power stations and lines to be taken over and the conditions of working of existing plant.

(b) Programme for the Extension of the Communal Power-Station of Stanisławow (estimate: 1.7 million Swiss francs).

The Committee approved this scheme, which is indisputably urgent and which will result in orders being placed in foreign countries. Nevertheless, it was of opinion that, before carrying it out, it would be desirable to have an investigation made on the spot into the conditions of working of the existing plant.

1 This resolution was adopted by all the members of the Committee with the exception of M. Buttini, who was of opinion that the evidence which had been supplied in favour of the scheme was sufficient to enable the Committee already to approve the programme which had been contemplated, and that the decision of the Committee to refer this programme back was not entirely in accordance with the application of the principles which had been generally followed by the Committee during its work.
(c) **Scheme for the Solid Construction of the Streets of the Town of Stanislawov** (estimate: 1.3 million Swiss francs).

The Committee was of opinion that the scheme submitted was of too exclusively local a character to be approved.

(d) **Programme for the Extension of the Cracow Tramway System** (estimate: 9.8 million Swiss francs).

The Committee was of opinion that the scheme submitted was of too exclusively local a character to be approved.

(e) **Programme for the Reconstruction of the Gasworks at Lodz** (estimate: 2 million Swiss francs).

The Committee did not approve this scheme, which is of an essentially local character and the carrying out of which does not appear likely to have any considerable influence on unemployment.

(f) **Programme for the Extension of the Gas Supply and the Enlargement of the Municipal Gasworks of Cracow** (estimate: 1.5 million Swiss francs).

The Committee did not approve this scheme, which is of an essentially local character and the carrying out of which does not appear likely to have any considerable influence on unemployment.

**ROUMANIA.**

**Programme for Railway Construction** (estimate: 280 million Swiss francs).

As a result of the request made to it, the Roumanian Government has reduced the programme for the first stage of railway construction from 730 million Swiss francs to 280 million Swiss francs. The Committee approved this construction work, it being understood that, should the carrying out of the whole of the work appear to be still too onerous, it would be always possible to carry it out by successive stages.

**TURKEY.**

(a) **Programme for Railway Construction** (estimate: 250 million Swiss francs).

In the absence of sufficient information, the Committee has not yet been able to express an opinion on the programme submitted to it. It would therefore be desirable to request the Turkish Government to supply the necessary detailed information.

(b) **Programme for the Development of Ports** (estimate: 100 million Swiss francs).

The Committee will only be able to express an opinion on the programme submitted to it when it has received the additional information which has already been requested from the Turkish Government.

**III.**

In pursuance of the Assembly resolution of September 24th, 1931, and the Council resolution of September 24th, 1932, the Committee, at the end of its fourth session, acquaints the Council with the results of its work and submits the present report.

Furthermore, under the third paragraph of the above-mentioned Council resolution, which provides that the Committee's reports should be transmitted to the Preparatory Commission of Experts of the Monetary and Economic Conference, and taking account of the fact that the Preparatory Commission mentioned the question of public works in its annotated draft agenda among those questions which might be examined by the Conference, the Committee has also drawn up during its fourth session a general report on its work which is intended for submission by the Secretary-General of the League to the President of the Monetary and Economic Conference (see document C.377.M.186.1933.VIII, C.C.T./T.P.O.N.50(2)). This general report was adopted unanimously, one member of the Committee, M. Buttini, having, however, on that occasion, referred to the observations he had previously submitted concerning the programme for the improvement of the Hungarian State railway system (see note on previous page).