

ANNEX F

NOTE BY THE SECRETARIAT ON TECHNICAL ASSISTANCE
PROVIDED BY UNRRA

1. At the thirty-fourth meeting of the Sub-Commission on Economic Development (E/CN.1/Sub.3/SR.34) Mr. Henson, a former official of UNRRA, gave the Sub-Commission information with regard to the technical assistance work of UNRRA. The UNRRA programme was of course directed toward rehabilitation and not development but it is suggested that the same means would be equally appropriate for the purpose of development.
2. One of the means employed by UNRRA was to organize and finance technical fellowships. Of a total of 158 fellowships provided by UNRRA, approximately 60 were in 20 or more specialized aspects of industrial production. The entire cost of the 158 fellowships was \$650,000. The cost of the 60 industrial fellowships was approximately \$240,000. Some 300 industrial firms, technical institutions and government bureaus made their facilities available to the fellows. The countries in which fellows were received included the United States, the United Kingdom, Holland, Belgium, Norway and France.
3. The following are some of the industrial fields in which fellowships were granted:
 - Building Codes
 - Hydroelectrics
 - Building materials
 - Coal research and mining methods
 - Port organization
 - Building materials, standards and construction methods
 - Sewage and waterworks
 - Electrification of railways
 - Wood products technology
 - Electrical traction transportation
 - Railway transport and rolling stock construction and repair
 - Blast furnaces and metallurgy
 - Rolling mills specializing in thin sheets

/Motor vehicle

Motor vehicle transport organization and repair
Electrical engineering
Artificial fibre production
Coal tar processing
Construction of steam and oil turbines
Petroleum production and refining
Railway rolling stock construction
Coal mining technique and machinery
Blast furnace
Hydraulic engineering
Communications: Railways operation and maintenance
Communications: Railways operation
Communications: Highway construction
Communications: Harbour engineering
Transportation: Co-ordination of transport services
Transportation: Storekeeping and commerce handling
Transportation: Shipping and claims
Mechanical engineering
Assembly techniques
Lumbering and woodworking machinery
Wood processing
Electro-machine construction
Bridge construction
Bridge and highway construction

4. Apart from the programme for technical fellowships, UNRRA provided other forms of technical assistance. For example, UNRRA allocated funds for the supply of technical handbooks, training films and projectors and engineering instruments and laboratory apparatus. Approximately \$2,200,000 was used for these technical materials, many of which were used to re-equip the facilities of universities and technical institutes. Of this sum \$1,900,000 was allocated to China.

In addition, UNRRA provided technical services in conjunction with the supply of equipment and with its rehabilitation projects and made special arrangements to ensure the inclusion of technical manuals, blueprints, etc., as a matter of routine commercial practice with all equipment furnished under each contract. The following is an example of technical assistance given by UNRRA in conjunction with the supply of equipment and concerns highway transport repair services in Poland:

"Under the scheme whereby industrial rehabilitation specialists were appointed to assist various European countries with their recovery programmes, a Highways Transport Consultant was assigned to Poland.

/"During the early

"During the early part of 1946, UNRRA procured from the U.S. Army in England through its Surprop organization, three complete Motor Vehicle Heavy Repair Shops, and a complete Tire Repair and Re-treading plant. The Highways Transport Consultant attended the dismantling, packing and shipment of this plant, and supervised its re-erection in Poland.

"The work of re-erection was commenced in May 1946 and completed some three to four months later.

"In addition to the three Heavy Repair Shops, five other vehicle repair shops were established in various parts of the country to deal with day-to-day maintenance and repairs.

"UNRRA had supplied Poland with some 25,000 trucks of heterogeneous makes and types, the repair and maintenance of which was a major operation, and upon which largely depended the success or failure of the country's transport. In addition to the UNRRA trucks, there was also a considerable quantity of indigenous vehicles, for which local repair facilities were largely non-existent.

"The capacity of the repair plant supplied by UNRRA was about 25,000 vehicles per annum.

"The major operation of the Heavy Repair Shops commenced during August 1946, and in spite of language difficulties, the training of staff, their unfamiliarity with new types of vehicles, and the normal building-up stages of a large industrial project, full operation was achieved by the middle of 1947.

"In addition to the repair plant, the Surprop purchase also included thousands of cases of U.S. spare parts. ERO had also placed orders for a 2-year's scale of parts for all the British and many of the U.S. vehicles. The unpacking, identification and binning of these parts, and the establishment of a store-keeping system, comprised a very big item in the whole transport scheme.

"The Heavy Repair Shops were organized on production lines, starting with a complete stripping of the vehicle, through various unit overhauls to final re-assembly. In order to assist the shortage of certain parts, the manufacture of such things as piston rings, pistons, road springs, etc., was embarked upon with great success.

"Results have proved the whole transport repair organization to have been an unqualified success, and of lasting value to the country."

On occasion UNRRA provided specialists on particular problems independently of equipment supplied. For example, experts were sent to Czechoslovakia to advise on the mechanization of coal mines.