

WORLD HEALTH  
ORGANIZATIONORGANISATION MONDIALE  
DE LA SANTÉ

INTERIM COMMISSION

COMMISSION INTERIMAIRE  
WHO.IC/Mal/22  
Restricted  
27 April 1948.EXPERT COMMITTEE ON MALARIA✓  
DRAFT INTERNATIONAL SANITARY AGREEMENT  
CONCERNING STEPS FOR THE PREVENTION OF THE  
INTRODUCTION OF VECTORS OF HUMAN MALARIA INTO  
REGIONS CLEARED OF ANOPHELES

(Draft submitted to the World Health Organization with a view to its immediate application in the case of Sardinia.)\*

Preliminary Provisions

(Translation)

For the purposes of the present agreement, the High Contracting Parties adopt the following definitions:

- (1) The word 'anopheline' applies to the various species of mosquitoes belonging to the genus Anopheles (Diptera, family Culicidae), and in general to any insects liable to be vectors of the parasites of human malaria.
- (2) The term 'malaria eradication area' indicates a clearly defined region in which the species elimination of anophelines is being undertaken or has already been achieved.
- (3) The term 'malaria disinsectization' (namely: dis-anophelization) of ships or aircraft means the destruction of anophelines within sea or airborne craft.
- (4) The term 'ship' is applied to all sea-borne craft of whatever type or tonnage, intended for maritime navigation.
- (5) The term 'aircraft' applies to any airborne craft whatever type intended for aerial navigation.

Article 1

To safeguard the result of the campaign for the total eradication of malaria which was undertaken and is now being brought to a successful close by ERLAAS (Ente Regionale per la Lotta anti-Anofelica in Sardegna), under the auspices of the Italian Government and with the aid of UNRRA and the Rockefeller Foundation, the High Contracting Parties agree that it is essential to prevent the importation into Sardinia by ships or aircraft of insect vectors of human malaria.

Article 2

The High Contracting Parties solemnly undertake to compel ships and aircraft of all nationalities to observe the provisions

---

\* This draft which replaces the draft WHO.IC/Epid/3 reached Geneva too late to permit of its being examined by the Expert Committee on International Epidemic Control.

laid down by the present international Agreement, and to provide some of their national ports and aerodromes with the prophylactic equipment required for the implementation of the clauses of the present Agreement, both in relation to equipment and the staff qualified to ensure effective 'disanophelization' of ships and aircraft leaving from the above ports and aerodromes, as well as in relation to undertaking as far as lies in their power, a campaign against anophelines in the areas surrounding those ports and aerodromes in their national territories.

### Article 3

Any ship or aircraft, irrespective of type and tonnage, bound for any destination whatsoever in Sardinia or the dependent islands, shall be liable to malaria disinsectization unless the competent sanitary authorities at the ports or aerodromes decide on the basis of its papers and of inspections carried out on its arrival that adequate measures for the destruction of anophelines have already been effectively applied on board at the previous port or aerodrome of call.

To this end, all sea and air-borne craft bound for Sardinia, even if only to call or for any other urgent reason, shall, prior to being permitted to proceed on pratique, be inspected by the competent sanitary authorities at the port or aerodrome, with a view to ascertaining the validity of any certificates of disinsectization which they may possess, as well as the absence or presence on board of insect vectors of human malaria. Such inspection may or may not lead to immediate malaria disinsectization operations, which, on the initiative of the above-mentioned sanitary authorities, shall be carried out by the competent bodies and agents of ERLAAS; in accordance with the manner prescribed in the following articles.

The above-mentioned authorities shall be solely competent to judge what measures should be taken upon arrival of any sea or air-borne craft for its adequate disinsectization, prior to permitting it to proceed on pratique.

### Article 4

In compliance with the provisions of Article 3, seaborne craft arriving at Sardinian ports shall be kept at a reasonable distance from land (about 400 metres if possible) to await inspection, unless forced to do otherwise by force majeure.

In order to facilitate this procedure, the competent Italian Administration, through the good offices and at the expense of ERLAAS, will place buoys indicating anchorages and, if possible, also mooring-buoys, showing the distance from the coast beyond which ships on arrival may not proceed. At night these signals will light up in yellow with blue vertical stripes, and in due course their position will be notified to all navigators.

All ships shall, on reaching this zone, drop anchor or make fast to the buoys, heave-to, and hoist their quarantine flag together with another signal - yet to be decided upon - indicating that the ship is awaiting inspection as set out in the following article.

Ships carrying a radio transmitter may in due time announce their presumed time of arrival.

Article 5

The inspection shall be carried out by the Quarantine Commission, consisting of the Harbourmaster and the Port Medical Officer (or if necessary of a 'Shore Delegate' and a Deputy Port Medical Officer), together with one or several ERLAAS technicians.

The Italian Government will take steps to ensure that, through the good offices of ERLAAS, a speedy and well-organized service is set up, with sufficient and appropriate staff and equipment. Such equipment will include craft which can quickly come alongside ships on their arrival, irrespective of the state of the sea; the operations will be carried out in the shortest possible time and the inspection must in any case be at an end within two hours from the moment of the ship's hoisting the above-mentioned signal, and any disinsectization operations required within three hours of the end of the inspection.

Article 6

If during inspection the ship's captain refers to official documents establishing that destruction of anophelines was carried out within the stated period and in accordance with the provisions of Article 14, or if the inspection shows that the ship is absolutely clear of insect vectors of human malaria, the ship shall be permitted to proceed on pratique without further formalities and shall be permitted to make fast or to cast anchor in the harbour, provided of course that sanitary conditions other than malaria prophylaxis are favourable.

If, on the other hand, the need of mosquito clearance becomes apparent in the course of the inspection, such disinsectization shall be immediately undertaken by ERLAAS, at that body's expense, and it will be carried out by technical staff sent on board with the Quarantine Commission. This personnel shall complete the operation within the time limits laid down in Article 5.

Article 7

If as a result of bad weather or other cases of force majeure, it is absolutely impossible to observe the clause concerning distance from the coast, the ship may be allowed to approach land as far as its safety requires. To this end, wherever possible, the Italian Administration, through the good offices and at the expense of ERLAAS, will provide mooring-buoys or buoys indicating anchorages. They will be painted yellow with vertical red bands and they will be placed outside the exposed area in order to facilitate the mooring and anchorage of ships in bad weather at a distance less than that prescribed by Article 4; here such ships shall await inspection.

In ports which possess no such signals, ships shall in cases of force majeure as provided in the present article, drop anchor or make fast wherever it appears safest, and they shall if necessary berth and then be subjected to the measures prescribed.

Article 8

In accordance with the provisions under Article 3, aircraft on arrival in Sardinia shall land in a certain part of the aerodrome which has been specially set aside for the purpose or at any rate proceed thither immediately after landing. They shall there await the Sanitary Commission which shall carry out the inspection without delay and decide whether or not disinsectization will be required.

If, on the basis of official certificates, the aircraft can prove that it was effectively disinsectized and if, in any case, it is free of anophelines, it shall be permitted to proceed on pratique. Its passengers may land and all other operations may be carried out either in the place of landing or in any other part of the aerodrome to which it may be directed, provided of course that sanitary conditions other than malaria prophylaxis are favourable.

If on the other hand inspection shows that disinsectization operations are required, such operations shall be performed at once, immediately after the passengers have landed. Such operations shall be carried out through the good offices and at the expense of ERLAAS and they shall be done in the shortest possible time, and begun not later than fifteen minutes after the aircraft's landing.

#### Article 9

Commanders and crew of ships and aircraft shall assist to the best of their ability, in carrying out the above-mentioned disinsectization operations.

#### Article 10.

It is recommended that all ships and aircraft proceeding to Sardinia shall take reasonable measures during the voyage to ensure the methodical and effective destruction of all anophelines in every accessible part of their craft and particularly in any collection of fresh water in which mosquitoes might breed.

#### Article 11

Any sea or air-borne craft which refuses to submit to the regulations laid down by the harbour or airport sanitary authorities in accordance with the present Agreement, shall be at liberty to return to sea or to continue its flight, as the case may be, without intervention.

Sea-borne craft may, however, be permitted to disembark their passengers and cargo in compliance with Article 4, but aircraft exercising this option shall continue flight without opening any aperture save those which are strictly necessary for the safe operation of the aircraft.

#### Article 12

All ships flying the Italian flag and belonging to a line plying a regular service between the ports of Sardinia and those of the Italian Peninsula shall be periodically subjected to malaria disinsectization by ERLAAS; and as such shall be exempt from the obligation to moor at a distance from the coast. Such ships shall be inspected only from time to time, during their stay in the Sardinian ports and after having landed their passengers and cargo, in order to avoid all hindrance to traffic.

Ships of any other nationality, on request by radio may also be exempted from inspection at the above-mentioned minimum distance, if they have been previously and recently inspected with favourable results, or if they have been disinsectized in other Sardinian ports; only the sanitary authorities of the port of destination shall be empowered to grant such facilities. In any case such ships shall be inspected when they receive permission to proceed on pratique.

Similar facilities will be granted on a large scale to ships of any nationality which regularly put into Sardinian harbours.

Article 13

Aircraft belonging to Italian or foreign lines which regularly land at Sardinian aerodromes shall be subjected to periodical malaria disinsectization under the supervision of ERIAAS and they shall, as a result, be exempted from the obligation to land in the part set aside for other aircraft and then to await inspection.

Similar facilities may be granted to aircraft on request by radio, if they have been previously and recently inspected, with good results, or if they have been disinsectized at Sardinian aerodromes.

Article 14

As a rule, mosquito-clearing operations in ships, whether carried out as a preventive measure or upon arrival, shall consist of a thorough application, with appropriate apparatus, of a solution in kerosene (or in some other suitable solvent), or of an emulsion of dichloro-diphenyl-trichloroethane (DDT) or some other equally effective insecticide, at the rate of 2gms. of DDT for every square metre of surface. This application shall be made on the inner walls (excluding floors) throughout the ship, including the holds. Such treatment, barring exceptional circumstances, shall be accepted as valid for six months.

The same method shall also be applied to aircraft. Yet, for the latter, careful disinsectization by spraying a pyrethrum solution of the Flit type may be considered sufficient. Such treatment may also be considered as sufficient for ships but only for a voyage of less than 30 days.

Article 15

Commanders of ships and aircraft shall be exempted from all dues in respect of inspection and mosquito clearance at Sardinian ports and aerodromes. Certificates concerning this will also be delivered free of charge.

Commanders of ships shall merely pay, in accordance with the tariff, through the Port Authorities (Capitanerie) and the Sardinian port offices, the fees due to the members of the Quarantine Commission for their ordinary services in connection with their duties and, as the case may be, for services provided outside normal hours.

For the application of sanitary measures in ports outside Sardinia the tariffs in force in the countries concerned shall apply in respect of the services of the maritime sanitary authority. These are subject to the provisions under Article 18 of the Washington International Sanitary Convention.