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**COMMUNIQUE FROM THE  
SWISS EMBASSY**

**ANGLO-SWISS AGREEMENT ON SOCIAL  
INSURANCE**

The Swiss Federal Office of Social Insurance have asked the Embassy to publish the following additional information in the Swiss Observer concerning the Supplementary Convention on Social Insurance concluded between Switzerland and the United Kingdom on 12th November 1959, details of which appeared in our issue of 15th July, 1960:

The earlier notification may have led some readers to assume that Swiss or British nationals taking up residence in Switzerland after a stay in Great Britain would be able to join an approved "caisse de maladie" (or Swiss sickness insurance fund) even if their state of health did not fulfil the conditions laid down in the particular fund's regulations.

So as to avoid any misunderstanding it is explained herewith that in order to be admitted to a Swiss sickness insurance fund applicants must fulfil *all* the conditions established by the fund, except those concerning age. Applicants may be refused membership, or be admitted only conditionally, if they are not in good health at the time of application.

Some "caisses de maladie" do not insist on a prior medical examination before granting membership. All of them, however, require prospective candidates to sign a declaration concerning their state of health, and reserve unto themselves the right to demand a medical examination at a later date.

Under the provisions of the Supplementary Convention Swiss or British nationals taking up residence in Switzerland after a stay in Great Britain, provided always they have paid thirteen weekly contributions to the British National Insurance, shall be regarded as having satisfied whatever conditions concerning age the particular fund imposes and, if admitted to membership, shall immediately become entitled to receive the benefits provided.

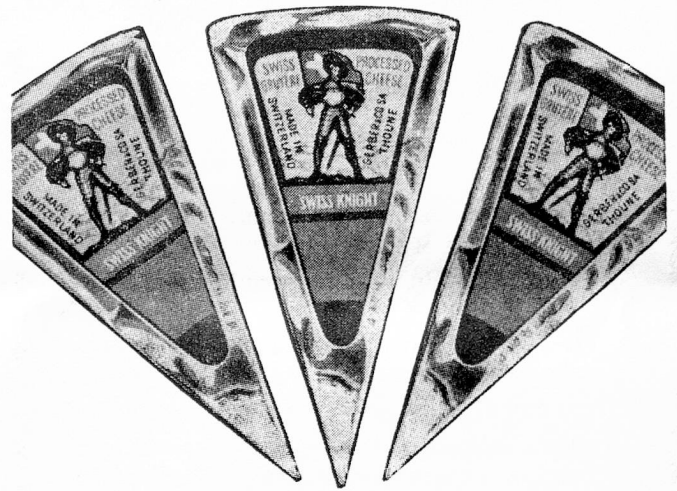
The Supplementary Convention does not apply to maternity benefits.

**SWISSAIR FREIGHT INCREASE**

Swissair's freight traffic in 1960, amounting to 28,169,000 ton-kilometres, was 19 per cent more than the preceding year's figure of 23,712,000 tkm. Total capacity offered by the airline amounted to 243,003,000 tkm., or 23 per cent more than in 1959.

Larger quantities of freight were carried in all traffic areas. European freight traffic showed an increase of eight per cent. A particularly favourable result was achieved on the Middle East routes with a rise of 29 per cent compared with the previous year. On the Far East and South America sectors 21 and 22 per cent more freight was carried respectively. On the North Atlantic, air freight increased by 14 per cent; on this route during the coming summer Swissair will offer up to 16 DC-8 jet flights per week, with a total weekly cargo capacity of up to 80 tons in each direction.

By the recent opening of a new freight and mail building at Zurich Airport, Swissair's freight handling has been adapted to the requirements of the jet age.



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