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CENTO

SECURITY AND

DEVELOPMENT

WITH BRITISH

AID

YEARS

Iran
Pakistan
Turkey
United Kingdom
United States

CENTO
327.116
SEC

These are the countries of CENTO, the Central Treaty Organisation which exists to provide for the collective defence of its members, promotes their economic wellbeing and seeks to increase friendship and understanding among them. Its actual members are Britain, Iran, Pakistan and Turkey, but the United States - though technically only an observer - is an equally active supporter and contributor.

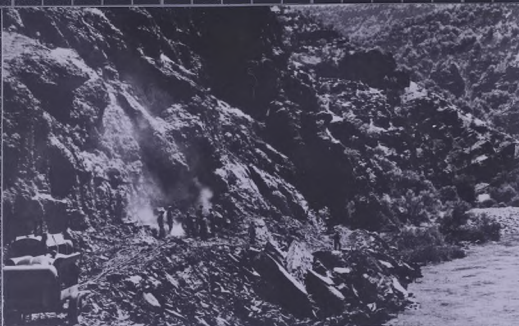
During its first decade CENTO has been actively grappling with some of the major problems common to Iran, Pakistan and Turkey. The concept of co-operation for stability has widened to extend far beyond measures for military co-ordination. Today CENTO stands not only for security but for a massive programme of mutual help in economic and social betterment. The major fruits are visible in the transport and telecommunications networks starting to span Turkey, Iran and Pakistan and link them in turn with other parts of the world, and in increasing interchanges of information and ideas on common problems.

Britain's contribution to this work has included providing men, money, materials, equipment and training. Since 1957 she has given some £4 million in military aid and over £4½ million towards technical assistance and other betterment schemes. Starting in April 1965 her contributions towards CENTO's economic activities alone will be increased to £1 million a year.

The kind of schemes this aid is helping to initiate in co-operation with the countries concerned are described more fully in the following pages.

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Improving Communications

Interconnecting Turkey, Iran and Pakistan by means of efficient transport and telecommunication systems is one of CENTO's main aims. And since 1959 over half Britain's annual contributions to the organisation have been for communication schemes (see also maps on pp. 10-11 and inside back cover).

Interlinking by Road

High mountain ranges, great wastes of desert and deep winter snows have made direct road communication between Turkey, Iran and Pakistan difficult – often impossible – in the past. Now, under the auspices of CENTO, a common road system is starting to take shape and modern all-weather highways are beginning to replace the camel caravan trails of a previous era.

The first through road between Iran and southern Turkey has been completed and will be formally inaugurated in 1965. Built with the help of road-making machinery from Britain and the United States, this highway links Rezaiyeh in Iran with Shivelan in Turkey and will ultimately lead through Cizre to the Turkish port of Iskenderun, thus providing a direct all-weather route from Iran to the Mediterranean. Britain has also given equipment to improve part of the old road leading from Tabriz in Iran to the Turkish port of Trabzon on the Black Sea.

Two other major CENTO projects will link Iran and West Pakistan. One will connect Kerman in Iran with Karachi; the other will run from Karachi to the port of Bandar Abbas in the Gulf of Oman. Britain is supplying much equipment for the Pakistan section of the latter in the Makran province, which, when complete, is expected to stimulate agriculture, mining and fishing in this previously isolated and largely desolate area.

Interlocking the Railway Systems

The existing rail systems of Turkey and Iran have been separated by



Left (above) Formidable terrain, like this in Turkey, has to be conquered to link the CENTO countries by road and rail.

(below) Here on the new road to Hakkari only just over 3 ft. a day could be bored through the rock.

little more than 230 miles, but the rugged terrain between the terminals presents some of the most formidable engineering problems in the world including towering mountains, deep ravines and the impediment of the largest lake in Turkey - Lake Van.

Nevertheless, under CENTO, engineers and thousands of workmen are building a railway to link the two systems, with generous United States assistance and £100,000 worth of equipment given by Britain. In 1964 the stretch from Mus in eastern Turkey to Tatvan on Lake Van's western shore was opened. So steep are the mountains bordering the lake that ultimately the trains will be carried by special ferries, now being built, across its great width to Van on the eastern shore. From Van the line will run across the border into Iran where it will join the existing Iranian railway which is being extended to meet it. This new link will not only open up unused land in Turkey and Iran, but will provide Iran with direct access via Turkey's railway to Europe. Completion is planned in 1967.

Allied to the Turkey-Iran rail link another CENTO project aims to extend the Iranian railway system some 500 miles eastwards to Zahidan on the border with Pakistan, where Pakistan's western railway at present ends. Surveying for this route is in hand and some preliminary engineering work has begun.

Revitalizing Ports

For many centuries harbours have been the focal point of communications in the Middle East and CENTO plans for the economic well-being of the region have included schemes to modernise them.

The historic port of Trabzon, the Turkish port on the Black Sea, was selected for a start. Turkey enlarged the harbour; Britain gave and installed handling equipment ranging from forklift trucks to workshop machinery. The work was completed in 1963, increasing Trabzon's cargo-handling capacity to over a million tons a year and providing an efficient outlet for the trade of eastern Turkey and Iran.

Now a similar 'face-lift' is in operation at Iskenderun on Turkey's Mediterranean coast, with the aid of equipment worth £450,000 from



Right (above) This 200-ft. cutting through rock for a CENTO road in Pakistan was made with the aid of British machinery.

(below) Bridge at Shivelan, Turkey, on the new road linking Turkey and Iran.



Britain. Combined with the road projects this will give Iran a trade outlet to the Mediterranean.

Electronic Links and Aviation Aids

Even while the basic systems of transport are being established and integrated in Turkey, Iran and Pakistan, they are being accompanied by the installation of the modern communication facilities that electronics can provide.

CENTO early recognised that fast and efficient voice and teletype communications were an essential corollary to other schemes, and three major communication projects of this type are expected to be completed and to become operative in 1965.

The first will provide a high-frequency radio link, affording direct two-way teleprinter and radio-telephone services between London and key cities in Turkey, Iran and Pakistan, and, via London, to other parts of the world. British technicians have played a major part in setting up this system and Britain has also contributed £650,000 in equipment towards it.

A second project due to come into operation in 1965 is a 600-channel microwave link providing both voice and radio teletype transmissions. It also spans the three countries, covering the 3,060 miles from Ankara to Karachi, and constitutes the longest single microwave network of its kind in the world. It has been financed by the United States and the countries it connects.

Thirdly, 1965 is the year when pilots flying between Turkey and Pakistan, across Iran, will be assisted by the most modern navigational aids. Radio beacon stations have been built along the Ankara-to-Karachi air route and radar has been installed at the chief airports. Aircraft will therefore be able to receive continuous and direct guidance. Both Britain and the United States have contributed to making this hazardous air route safer, Britain having supplied over £200,000 worth of equipment and training for the meteorologists who will man the route.

Left (above) British road-making equipment being handed over at the Tehran railway yards, Iran.

(below) Tatvan harbour, Turkey, terminal for the completed section of the Mus-Tatvan railway and start of the ferry service that will transport trains across Lake Van.

Modernising Agriculture

About 80 per cent of the working populations of Turkey, Iran and Pakistan depend for their livelihood on agriculture. CENTO operates a programme to increase production by spreading knowledge of modern agricultural and veterinary techniques and supporting research and experimental schemes to control pests and diseases.

At Karaj, in Iran, CENTO has its own Agricultural Machinery and Soil Conservation Training Centre. Financed by the British government and the governments of the countries it serves, this centre was opened in 1961; it now trains up to 36 students a year from Iran, Pakistan and Turkey and operates a demonstration farm. Britain provides most of the senior staff, and the British government and the Agricultural Engineers Association of Britain supplied the agricultural machinery. Veterinary work is the concern of CENTO's parallel Institute of Animal Reproduction at Karachi.

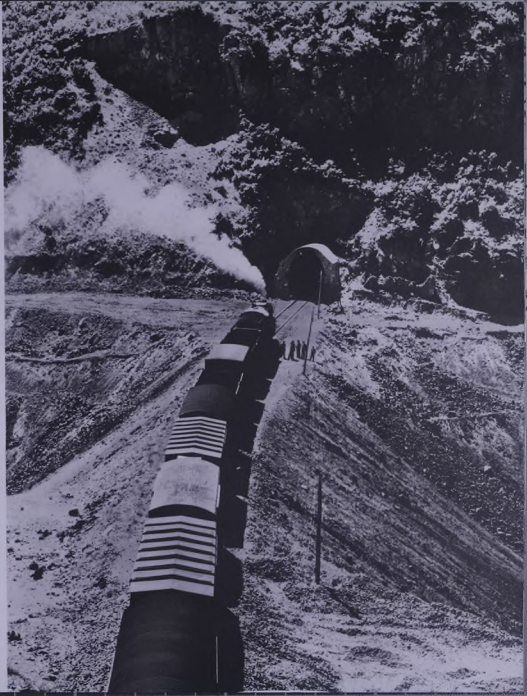
Other agricultural improvement schemes sponsored by CENTO include providing equipment for various institutions working on animal health and crop problems. The bodies benefiting have included the Veterinary Faculty of Tehran University and the Etlik Bacteriological Institute in Turkey. In addition pilot schemes for controlling parasitic animal diseases in all three countries are under way, technical experts have toured the countries to give advice and training, and training courses have been held on a great range of agricultural topics.

Co-operation in Science and for Health

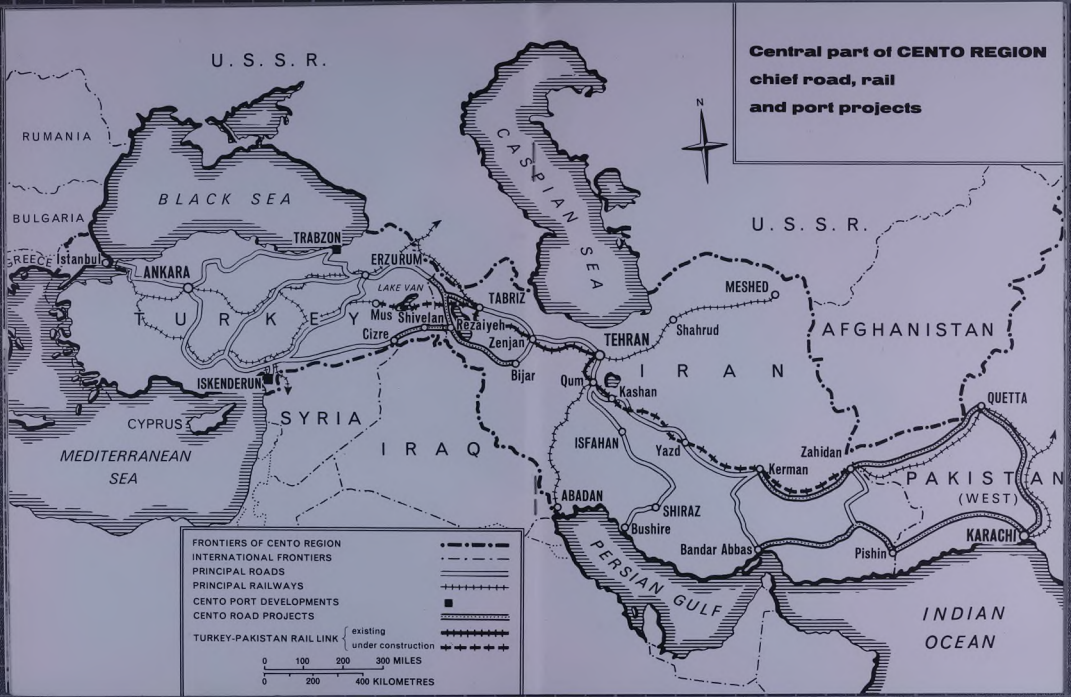
The application of science to raising living standards in the CENTO region is considered so important that CENTO has a scientific council to assist it.

The potential of radio-isotopes in tackling problems in agriculture and health, in particular, led to the establishment of the CENTO

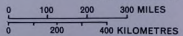
Right Goods train on the new CENTO railway linking Mus and Tatvan in Turkey. When completed this line will join the Iranian railway.



**Central part of CENTO REGION
chief road, rail
and port projects**



- FRONTIERS OF CENTO REGION
- INTERNATIONAL FRONTIERS
- PRINCIPAL ROADS
- PRINCIPAL RAILWAYS
- CENTO PORT DEVELOPMENTS
- CENTO ROAD PROJECTS
- TURKEY-PAKISTAN RAIL LINK
 - existing
 - under construction





Institute of Nuclear Science, recently renamed the CENTO Research Institute of Nuclear and Applied Science, which has been functioning in Tehran, Iran, since 1959. Its purpose is to train 18 research Fellows at a time and conduct research into the uses of radio-isotopes, special attention being given to the application of radio-isotope techniques to problems of economic importance to the region. This institute is financed and staffed on the same basis as CENTO's agricultural centre. Its director administers an annual fund of £30,000 which Britain also provides to help scientists of the countries concerned to get minor scientific equipment needed urgently for research which might otherwise be unobtainable quickly for lack of foreign currency.

Backed by the work at this institute CENTO has been able to play an important role in introducing the use of radio-isotopes and new therapeutic techniques to improve health. Regional health problems – including the eradication of malaria, control of narcotics, sanitation, nurses' training and the care of children – are also kept under review and are the subject of CENTO conferences, training courses and training fellowships made available both in the region and overseas. British nursing teams and health advisers have served both in Turkey and Iran.

Increasing Expertise

In addition to actively supporting CENTO's own programme, Britain provides a great deal of direct country-to-country technical assistance to Turkey, Iran and Pakistan under CENTO's co-ordinating auspices. Pakistan also receives assistance under other British aid programmes and all three countries have economic aid from Britain under international financial schemes.

The provision of CENTO Fellowships for study or training in Britain is a major part of Britain's arrangements for country-to-country help. About 400 have been awarded since 1959, and altogether there are nearly 100 CENTO-sponsored students in Britain at present, reading subjects related to administration, agriculture, health, education,

Left British cranes at work in Trabzon. The cargo-handling capacity of this Turkish port has been raised to over a million tons a year with the aid of British equipment.

engineering and economics. Such is the demand for the Fellowships that Britain increased her annual allocation of money to finance them from £75,000 to over £120,000 starting in 1964.

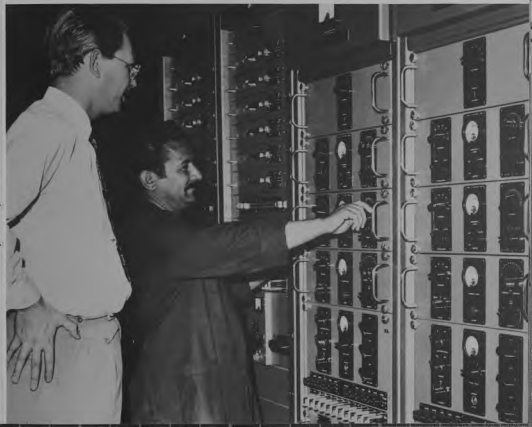
At the same time Britain matches the provision of study and training facilities within her own borders by increasing the number of experts in Turkey, Iran and Pakistan and augmenting the equipment they need for research and training. For instance the Middle East Technical University at Ankara has thus gained teaching staff and laboratory equipment; staff and instructional equipment have been supplied to the Mechanical Engineering Institute at Tehran Polytechnic and for a vocational training centre in Tehran; and equipment has been given to several soil fertility centres in Pakistan.

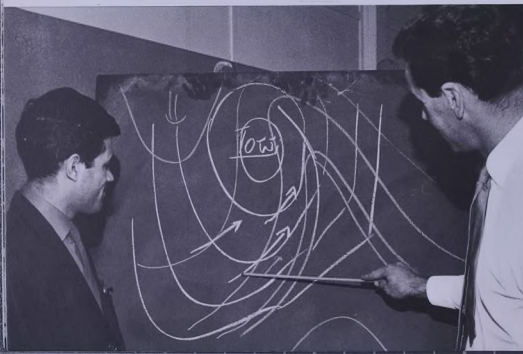
CENTO has also made its own arrangements for increasing expertise in the region. In 1959 it set up a Multilateral Technical Co-operation Fund to which each of the five governments contributes and this is used to encourage Turkey, Iran and Pakistan to make use of the increasing training facilities and expert knowledge within each other's countries. This fund maintains students attending CENTO's agricultural centre and Iranian and Pakistani students at the Middle East Technical University, Ankara. Its range covers anything from financing a single training course lasting a few weeks to scholarships lasting four years. The fund also pays for the exchange visits of experts and consultants, and the field training of technicians.

Strengthening a Sense of Community

The peoples of Turkey, Iran and Pakistan have many historic links in religion, culture, the arts and their way of life. But until recently the geographic obstacles separating them and the difficulty of overland communications kept them apart. Nor have they yet reached the stage

Right Tower of one of the 88 radio relay stations built with American aid for the CENTO microwave link spanning the 3,060 miles from Ankara to Karachi. Below Turkish technician and British engineer discuss part of the transmitting equipment given by Britain for the CENTO high-frequency radio link.





where mass travel and the interchange of people of all kinds can of itself contribute to a sense of community.

The work of CENTO has begun to increase awareness of each other among the three countries, and awareness of the benefits of co-operation in solving common problems. And CENTO itself is also concerned to ensure that there is increasing understanding by stimulating communication and interchange between the three. In addition to its other work it therefore sponsors journalists from one country to tour the others, arranges exchange visits between eminent scholars and musicians, and organises regional competitions and art exhibitions. Not least among these efforts have been CENTO regional seminars at which Turks, Iranians and Pakistanis have come together to discuss topics of mutual interest ranging from archaeology to the development of libraries.

The structure of CENTO itself also makes for closer knowledge and understanding of each other's points of view. Its controlling body is a Council of Ministers which meets annually in rotation in the CENTO capitals. These meetings, attended by Foreign Ministers of the CENTO countries, provide an opportunity to exchange views on the international situation as well as on specific political questions. Continuous interchange is also ensured by the periodic meetings of the Council of Deputies in Ankara. And, working at the functional level, CENTO has several permanent committees of experts who keep under constant review such matters as communications, agriculture, trade, health and science and arrange for joint working parties and seminars to examine particular aspects. The solid results of the deliberations of these various bodies are changing the face of Turkey, Iran and Pakistan at the close of CENTO's first decade.

Left (above) Windfinding radar at Tehran airport, part of £200,000 worth of British equipment given to make the Ankara-Karachi route safer.

(below) A CENTO student from Iran learns to interpret weather charts during training in Britain.

Right Inoculation at the CENTO Institute for Animal Reproduction, Karachi, which is being aided with British equipment.

Below Practical instruction from a British expert for a Pakistani student at CENTO's agricultural centre.

Far right (above) Preparing cultures at the Razi Institute, Tehran, one of the research institutions in CENTO countries benefiting from CENTO-supplied equipment.
(below) Pakistani and Iranian students at the CENTO Institute of Nuclear and Applied Science.





Providing fellowships for study or training in Britain is a major part of Britain's contributions to CENTO.

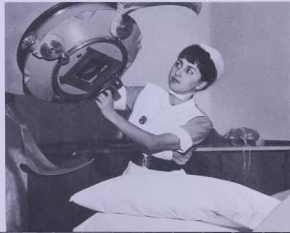
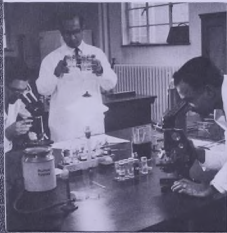
(Left) Tool-making instruction in a British factory for an Iranian engineer.

(Centre left) An Iranian practises air-traffic control at a British airport.

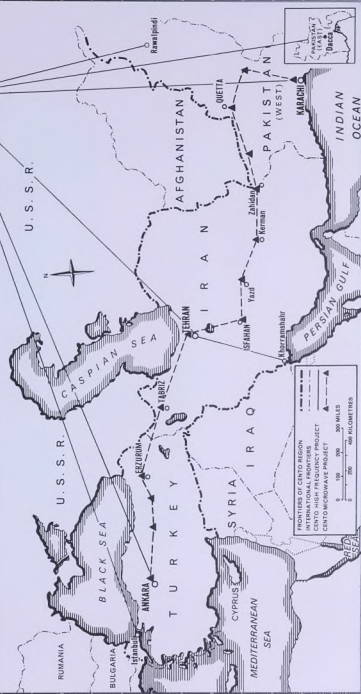
(Centre right) Three of the Turkish students who have studied medicine in Britain, with their tutor.

(Bottom left) Pakistani experts on a bacteriology course at Manchester University.

(Bottom right) Experience in using a cobalt unit for a British-trained Iranian nurse.



CENTO High Frequency and Microwave Projects



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CENTO

YEARS