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**INTERNATIONAL  
TRANSPORT WORKERS' FEDERATION**

**25th CONGRESS**

**AMSTERDAM, 23 JULY to 1 AUGUST 1958**

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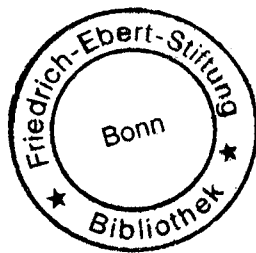
**REPORT ON  
ACTIVITIES  
FOR THE YEARS 1956 and 1957**

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**INTERNATIONAL TRANSPORT WORKERS' FEDERATION  
MARITIME HOUSE · OLD TOWN · CLAPHAM · LONDON · S·W·4**



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5. REPORT ON ACTIVITIES FOR THE YEARS 1956 AND 1957.
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## PROPOSALS OF AFFILIATED ORGANIZATIONS

### 1. Amendment to Rule VI of the I.T.F. Constitution

(a) This Congress resolves to amend Paragraph 2 of Rule VI of the I.T.F. Constitution so as to read:—

“2. The Congress shall meet in ordinary session every *three* years on dates to be determined by the Executive Committee.”

#### Comment from the sponsoring organization

An interval of only two years between Congresses does not allow sufficient time for the effective implementation of the decisions of one Congress before another is under preparation and the limited staff of the Secretariat is under a heavy strain coping with these and the constantly growing sectional activities.

Furthermore, the fact that the I.T.F. has become a world-wide organization means that the amount of time spent on travelling by representatives of the I.T.F. and its affiliated unions leaves in a two-year period only a minimum of time for other equally necessary and useful work.

Lastly, the holding of biennial Congresses imposes a heavy financial burden on the I.T.F. and its affiliated unions, many of whom are small unions with strictly limited resources who are having difficulty in taking as much part as they would like in the life and activities of the I.T.F.

Submitted by the French Railwaymen's Federation.

(b) This Congress decides to amend Paragraph 2 of Rule VI of the I.T.F. Constitution so as to read:—

“2. The Congress shall meet in ordinary session every *three* years on dates to be determined by the Executive Committee.”

Submitted by the Norwegian Railwaymen's Union, the Norwegian Locomotivemen's Union, the Norwegian Transport Workers' Union, the Norwegian Seamen's Union.

### 2. Affiliation Fees

This Congress decides that the present method of assessing affiliation fees to the I.T.F. on the basis of a sliding scale should be discontinued and substituted by a contribution of a flat rate of 5d. per affiliated member.

Submitted by the British Transport Salaried Staffs' Association.

### 3. Establishment of an I.T.F. Industrial Section for Travel Agency Workers

This Congress is of the opinion that travel agency workers form a part of the transport industry work-force, in that travel agencies play an important part in the industry and the social and economic conditions of their workers are in most cases linked with those of other transport workers. Since there is at present no instrument either within the I.T.F. or the I.L.O. for the collective expression of travel agency workers' views and since there is a clear and growing desire for



unity among these workers, the Congress recommends the establishment within a reasonable period of an I.T.F. Industrial Section catering specifically for travel agency workers.

Submitted by the Japan Travel Bureau Workers' Union.

#### **4. Establishment of an I.T.F. Regional Office in East Africa.**

This Congress notes that there is a great need for trained trade union leaders in East Africa; that transport workers comprise almost half of the East African work-force, and yet are mostly unorganized; that the distance between the I.T.F. headquarters and its African affiliates and between the African affiliates themselves makes contact almost impossible; and that the expansion of the I.T.F. in other continents has mainly followed the establishment of Regional Offices. It decides, therefore, that priority should be given to the establishment of an I.T.F. Regional Office in East Africa in order both to put into effect a programme of trade union education and to establish close contact between the I.T.F.'s African affiliates.

Submitted by the Tanganyika Transport and Allied Workers' Union, the Tanganyika Dock Workers' Union and the Tanganyika Railway African Union.

#### **5. Trade Union Freedom in East Africa and Support to Dependent Countries**

This Congress notes that the present labour legislation in British East Africa has been enacted without consultation with the workers' organizations and that it is designed to restrict the unions' freedom. It resolves to protest to the East African governments against restrictions on freedom of association and, further, resolves generally to give all possible support to those countries now struggling for their independence in the belief that the right of a people to govern themselves is a fundamental principle which admits no compromise.

Submitted by the Tanganyika Transport and Allied Workers' Union, the Tanganyika Dock Workers' Union and the Tanganyika Railway African Union.

#### **6. Importation of Dock Labour into Nigeria**

This Congress notes that the most important factor contributing to the poor working conditions of Nigerian dockers is the importation into Nigeria of dock labour from other colonies. It decides, therefore, to request the Executive Committee to consider the possibility of a meeting between representatives of the I.T.F. and of the Overseas Employers' Federation to find if there is any reason why this practice should still take place.

Submitted by the Amalgamated Dock Workers' Union of Nigeria and the Cameroons.

#### **7. Protection Against Accidents to Workers in the Loading and Unloading of Ships**

This Congress resolves that the I.T.F. should consider seriously measures to safeguard seamen and dockers against accidents during the loading and unloading of ships. Notwithstanding instruments such as

the I.L.O. Labour Inspection (Seamen) Recommendation of 1926 and the I.L.O. Convention (Revised) on Protection against Accidents (Dockers) of 1932 which many maritime countries have ratified, little has been done in this direction. Defects in loading and unloading apparatus are still commonly found in ships of various nationalities and many fatal accidents have resulted from them.

Submitted by the Finnish Seamen's Union.

# Wednesday, 23rd July, 1958

## Morning Session

*The President (Hans Jahn) opened the Congress at 10 a.m. Following a short musical programme by the choir of the Royal Netherlands Air Line Company (K.L.M.), he called upon Mr. Suurhoff, Netherlands Minister of Social Affairs, to address the Congress.*

**J. G. Suurhoff** (Minister of Social Affairs): There are many reasons why the people and government of the Netherlands consider it a great honour and an even greater pleasure to welcome the Congress of the I.T.F. There exist very close and long-standing ties between the I.T.F. and our country. For many years the I.T.F. had its headquarters in this city. Top-ranking men from the Dutch trade union movement—I would mention only Fimmen, Oudegeest, Nathans and Oldenbroek—played an important part in the Federation and I would go so far as to say that it was they who made the I.T.F. into the first genuine trade secretariat within the framework of the old International Federation of Trade Unions (I.F.T.U.)—the Amsterdam International as it was known.

As a former trade union official, I remember that we who worked in other industries always looked with awe and also with some envy on the I.T.F. which was really influential internationally—in contrast with most of the other trade secretariats which could only exchange information and try to exert some small influence on the decisions of the I.L.O.

Holland was therefore proud to be the home of such a mighty labour organization and it was a great disappointment to many trade unionists here when circumstances forced the I.T.F. to move its headquarters. You will understand therefore why we are so happy to welcome this Congress to our city.

However, this is not the only reason. The Netherlands has long been a seafaring nation. It does not owe its importance to its industries but to commerce, shipping and international road transport.

We can assure you that in such a country you will find sympathy for the problems which your world-wide organization faces. There is in fact a marked resemblance between your experience in the trade union movement and our national experience in the struggle for survival.

It was the founder of our small nation, the Prince of Orange, who uttered the famous words: "Point n'est besoin d'espérer pour entreprendre, ni de réussir pour persévérer". (Hope is not necessary to action, nor success to perseverance.) That is the spirit which possessed your pioneers when, more than half a century ago, they embarked on the seemingly hopeless struggle for the liberation of the working class.

It was this spirit, too, which encouraged the Dutch in their fight against oppression and against the ever-encroaching sea. It is also the spirit which should imbue all of us in our present-day struggle for

democracy, social justice and human rights. The free nations know that they have a mighty ally in the democratic trade union movement.

It is for this reason that I, speaking also on behalf of my colleague, the Minister of Transport and Public Works, who is unable to be present today, bid you a hearty welcome and wish you successful and fruitful discussions.

**The President:** We thank you for your words of friendship, Mr. Minister, and at the same time, I would like in the name of the whole Congress, to congratulate you heartily on your birthday today. Nothing escapes the I.T.F. and nothing is hidden from it, not even the birthday of a Minister.

I now call upon the Lord Mayor of Amsterdam.

**G. van Hall** (Lord Mayor of Amsterdam): I am very happy that the I.T.F. has chosen my city as the meeting place of its 25th Biennial Congress. I consider this choice particularly fortunate because Amsterdam owes its position as an international centre mainly to the prosperous development of its goods traffic by sea, river and canal. In the port of Amsterdam, one finds not only ocean-going ships but also many hundreds of Rhine barges and other inland waterway vessels. Surrounded by a dense network of railroads, motor-highways and canals, our capital is a veritable centre of import and transit traffic. At our airport Schiphol planes constantly arrive from and depart to all parts of the world.

Over the years the municipality of Amsterdam has invested many millions in developing the ever-increasing traffic by land, sea and air. That money has been well spent, for any city which takes no account of transport is doomed to stagnation. In this connection you will be able to see for yourselves that the City Council realized this truth three and a half centuries ago—for where else in the world will you find a town which, in addition to its network of roads, has constructed so many waterways.

You will therefore understand why Amsterdam so highly esteems the organization which unites those employed in transport.

I would like to heartily welcome all I.T.F. delegates, many of whom have made long tiring journeys to be here. There is much to be seen in Amsterdam which will extend their knowledge of road transport and I assume that many of them will profit from the opportunity.

May I conclude by expressing the hope that your discussions will be fruitful and will lead to the creation of new organizational and personal links as well as to the strengthening of old ties.

**C. W. van Wingerden** (Netherlands Trade Union Federation): First of all allow me to say that the Dutch trade unions consider it a great honour that your International is again holding its Congress in Amsterdam. I do not need to remind delegates of the close links between the I.T.F. and our city. From the very beginning Holland played a leading role within the Federation. Circumstances led to the transfer of your headquarters elsewhere, but I am glad to note that you have not forgotten Amsterdam. We are closely interested in international problems,

that is why we so highly regard the work of your organization. There has always been a close connection between the international trade secretariats and the national unions. However, developments following the Second World War have made the ties even closer. When peace came, we were faced with enormous problems that could not be solved nationally but only through international cooperation.

Throughout the world there is tension as the result of the struggle between East and West. The trade union movement is closely concerned with that struggle; it shares the hope of the little man who longs for the right to live in peace and freedom. That is why he needs the protection of the trade unions. In this sense the I.T.F. has always done its duty. Additionally, it has always stood up for millions of other human beings who live in the so-called underdeveloped countries and who still have need of our help and support. Thanks to its activity the I.T.F. has become the spearhead of the international trade union movement. I am convinced that this Congress will provide a further demonstration of international solidarity and of the strength and power of your organization.

**H. J. Kanne** (Netherlands Inland Transport Workers' Union): The Dutch affiliates of the I.T.F. are honoured to welcome the I.T.F. Congress on Netherlands soil and would like to welcome all of you most heartily. You are probably aware that more or less from the beginnings of the I.T.F., our unions have shown themselves firm supporters of the ideas of international solidarity and cooperation. In this respect they have made their contribution to the extent that it was possible. Previous speakers have already mentioned that the I.T.F. had its headquarters in this city during the years between the two world wars. We are also proud to have supplied a number of leading I.T.F. officials. I am thinking particularly of Edo Fimmen who set the seal of his personality on the whole I.T.F. I think too of Bro. Oldenbroek, his capable successor, who was eventually called upon to act as General Secretary of the I.C.F.T.U.

In fact it is rather remarkable that despite these close links this is the first Congress of the I.T.F. to be held here since 1904. At that Congress, only a few pioneers from the West European countries were present and discussed the possibility of mutual assistance and support. They demonstrated that they were already imbued with high ideals, although internationally their efforts were of little importance. It was they who laid the basis for the further development which has made a world organization of the I.T.F., with millions of members from every continent. From its modest beginnings, the I.T.F. has grown into an organization whose activities—particularly in the regional field—have kept pace with the expansion of its membership. It has never limited itself to a mere exchange of views but has made an important contribution in official international organizations, not only where the social interests of transport workers were immediately concerned but also to defend their economic interests.

I do not wish to try your patience any further and I will therefore resist the temptation to deal with the other activities of our Inter-

national. What I have already said is sufficient to underline the significance of this Congress and the responsibility resting on the I.T.F. in the future. The Congress will have to take decisions to enable the I.T.F. to cope with its difficult task.

*The President then delivered his*

### **PRESIDENTIAL ADDRESS**

**The President:** It is a great pleasure for me to welcome you all to this ancient and beautiful city of Amsterdam. The name of this town strikes a special chord in the memory of all of us in the ranks of the I.T.F., for Amsterdam has been closely associated with the history and fortunes of the International Transport Workers' Federation. For the I.T.F., Amsterdam is something much more than just a place in which to hold its Congress, for not only was the I.T.F. reborn here in 1919 but the I.T.F. secretariat was in Amsterdam from 1919 until the outbreak of the Second World War, which necessitated moving the headquarters to London.

To the Dutch unions we also owe thanks for providing the I.T.F. with a number of outstanding leaders such as my dear friend and mentor, Edo Fimmen, Honorary Secretary of the I.T.F. from 1919 to 1923 and General Secretary from 1923 to 1942; Nathan Nathans, former Assistant General Secretary; Arie Kievit, former member of the Management Committee.

It is a particular pleasure, too, to mention the names of a number of friends from the Dutch transport workers' movement who are still among us and whose services to the I.T.F. have contributed so largely to the success of our international: Johan Brautigam, G. Joustra, F. P. A. Landskroon and L. Veenstra. Closing the list of names of valued friends from the Netherlands—a list incidentally for which I make no claim as to its completeness—I would also mention that of Japie Oldenbroek who was General Secretary of the I.T.F. until 1949 when he was elected General Secretary of the I.C.F.T.U.

During the two years which have elapsed since our last Congress in Vienna in 1946, many among our ranks have been laid low by the hand of death. We mourn the loss of the following associates and colleagues: Cecil P. Alexander, William P. Allen, Christian Borgland, Jim Campbell, Placido D'Mello, Willi Dorchain, Ernst Fell, James Figgins, F. W. Franzén, Gilberto Goliath, Kunitaro Hamada, Ingvald Haugen, Tom Hollywood, J. K. F. Jensen, Charles Lindley, Julius G. Luhrsen, Harry Lundeberg, Capt. Ch. F. May, Paul Perrin, Philippe Physekis, William Stott, Jerker Svensson, A. Thiopoulos and Spyros Vassiliades. These were men who throughout their lives had worked for our just and noble cause, who had thrown all their energies into the task of ensuring that the transport workers whom they represented should enjoy worthy standards of living.

As all assembled here rise with me in silent tribute to their memory, let us pledge ourselves to keep them ever in remembrance and to continue with their good work with the same spirit that infused them.

Before I go on to make a few remarks about the work of the I.T.F. in the period since the last Congress, I have the very pleasant task of welcoming the distinguished visitors and guests of honour who have accepted our invitation to this Congress :

Mr. J. G. Suurhoff, Minister of Social Affairs and National Health;  
Dr. G. van Hall, Mayor of Amsterdam;  
Mr. B. Ram, Amsterdam municipal government councillor in charge of labour affairs;  
Mr. W. L. de Vries, Director General of Shipping;  
Mr. W. H. Marsh, British Labour Attaché to the Benelux countries;  
Mr. R. Murray, representing the Canadian Embassy at The Hague;  
Mr. Susing, representing the Embassy of the Federal Republic of Germany at The Hague;  
Mr. R. Migdal, representing the Israeli Embassy at The Hague;  
Mr. E. Bell, representing the International Labour Office, in Geneva.

Present as fraternal delegates are :—

J. H. Oldenbroek, of the I.C.F.T.U.;  
C. W. van Wingerden, of the Netherlands National Trade Union Centre (N.V.V.);  
W. Spiekman, M. ter Borch, A. A. Büning and A. de Ruijter, representing international trade secretariats with headquarters in the Netherlands;  
J. Bartelski and Z. L. Zeyfert, of the International Federation of Air Line Pilots' Associations;  
F. Bialas, of the International Centre of Free Trade Unions in Exile.

I further take great pleasure in welcoming the veteran guests of honour who have done so much for our Federation :

Mrs. Lily Krier, Luxembourg,	L. Veenstra, Netherlands,
J. Brautigam, Netherlands,	M. Leick, Luxembourg,
K. Weigl, Austria,	A. Staal, Netherlands,
F. Landskroon, Netherlands,	A. Treurniet, Netherlands.
R. Laan, Sr, Netherlands.	

Our friends, R. Bratschi and J. Jarrigion, have not been able to accept our invitation to attend, but send the Congress greetings and best wishes.

Since the first Amsterdam Congress in 1904, the I.T.F. has grown from its modest beginnings to a powerful world-wide international trade secretariat.

In those early days, membership was round the 200,000 mark from some dozen countries, mostly in Europe. To-day, after a little more than fifty years, I.T.F. membership numbers nearly six million from 200 unions in 62 countries throughout the free world.

Considering that quite a number of unions are affiliated in respect of only a portion of their full membership, this figure can be increased by a further one million, bringing the total number in the world's transport industries embraced by the I.T.F. up to seven million.

The growth of the I.T.F. in the two years which have elapsed since our Vienna Congress is characterised more by the particularly large number of new affiliations than by the size of their membership. In that period, the I.T.F. has welcomed to its ranks some 60 new affiliates from some 20 different countries.

Noteworthy in this connection is the fact that the majority of the newcomers to our ranks are from Africa, Latin America and Asia.

This is a welcome sign of the extent to which the Federation's efforts in countries whose economies are in process of development are appreciated.

It is also a tribute to the success of the Federation's regional organization in regions where trade unionism is still in its infancy and consequently meeting particular difficulties.

The Federation's drive in this field of its activities has been highlighted by numerous visits, missions and delegations to Africa, Asia and Latin America.

As we all know, the work of assisting the trade union movements in less favoured countries represents a heavy financial burden. I therefore feel called upon to express appreciation and thanks to those unions in more favoured countries whose contributions to this work make it possible.

Important as financial assistance of this kind is in the discharge of these tasks, it is the trade union official who has to carry them out. That is why it was found necessary to enlarge the Executive Committee and to create the office of Director of Regional Affairs. For this reason, too, our friend and colleague, General Secretary Omer Becu, felt impelled to relinquish his office of President of the International Confederation of Free Trade Unions as a result of the increasing pressure of work due to the expansion of I.T.F. activities.

Turning to the wider world scene, we note one event which to us as trade unionists overshadows all others in the period since we last met in Congress: the valiant bid of the Hungarian workers for freedom from communist tyranny and repression.

Just as victory seemed near, it was snatched from them when the Russian Red Army marched in. They were defeated, and only a few weeks ago two of their leaders, Imre Nagy and Pal Maleter, were executed. These men fell into the hands of their executioners only as a result of a gross betrayal of the given word, an act which tore the veil of illusion which for many had conjured up fine hopes during the first months following the bloodshed which had accompanied this revolt.

We of the I.T.F. were not taken in by these false hopes. We are familiar with the forces of repressive tyranny which crushed the revolt of the afflicted Hungarian workers. As ever, we shall go on fighting in the cause of freedom, inspired by the memory of the gallant stand of the workers of Hungary.

Meanwhile, the fight against totalitarian dictatorships goes on in other parts of the world; in Spain, for example, where the struggle



against the suppression of political and trade union freedom is continued both inside and outside the country.

During the two years which have elapsed since the last Congress, there have been a number of developments in the social-economic field which are of significance to transport workers. In Europe, nine countries adopted a Convention assuring mutual social security protection to transport workers in international traffic. Eight countries drew up an agreement entitling refugee seamen to be regarded as lawfully staying in their countries.

At the beginning of the present year, a significant step was taken by six European nations when they created the European Economic Community providing for the progressive harmonization of economic, social and financial policies; thus within a limited sphere setting the stage for the integration and coordination of transport on an international basis such as has long been advocated by the I.T.F.

In the field of shipping, we are able to welcome the setting-up of the Inter-Governmental Maritime Consultative Organization, the United Nations' special agency dealing with shipping. This is the first inter-governmental body for the maritime industry and an institution for which our Federation has been pressing for years. The United Nations Conference on the Law of the Sea produced some satisfactory results but was unsuccessful in reaching agreement on other important issues.

At this Conference and at the Maritime Session of the International Labour Conference which immediately followed it, our Federation was able to focus attention on the problem of the registration of ships under flags of convenience—the PANLIBHONCO registrations.

The Convention adopted at the Law of the Sea Conference and the Recommendation on special provisions for seamen serving on ships of countries which are not traditionally maritime, adopted at the Maritime Session of the International Labour Conference, represent a gratifying advance in the struggle carried on by our Federation against spurious registrations.

The I.T.F. has been active with some success in the councils of international bodies endowed with powers to draw up international instruments capable of benefiting transport workers throughout the world.

Intervention by the I.T.F. and its affiliated bodies has frequently contributed to the settlement of disputes affecting our members in a number of countries.

The success of our efforts in this field bears witness to the prestige of the I.T.F. and the authority which attaches to its voice.

Preoccupation with these everyday concerns, however, has not meant losing sight of the problems which the Federation will have to face in the future and for which we must prepare ourselves.

During the Congress to which we are all here assembled, these will be reviewed, examined and assessed in terms of their significance.

We shall also pass in review our activities during the last two

years, subject our methods to critical examination and discuss and decide on any changes which might be felt necessary in the light of the evaluation.

It is not my intention, however, to anticipate in any way the work of the Congress and its various industrial sections or the remarks of your General Secretary. I will merely content myself by saying that the I.T.F. has achieved much in the two years under review.

A detailed exposition and assessment of our Federation's activities over the two years since our last Congress is to be found in the Report on Activities of which a copy has been sent to delegates and which is shortly to be introduced by the General Secretary. I will merely anticipate his comments to the extent of saying that the Report reveals a story of successful activities. Naturally development in certain fields has not always been as fast or exactly in the direction we should have wished.

All in all, I believe we can say that there are signs that we have entered a period in the field of international labour marked by a climate more favourable to progress than has hitherto been the case. In this connection I would express the hope that the trade recession which has recently made itself felt does not continue to deepen. Such a development could not fail to exercise an unfavourable influence on the work of our International. Such a setback would be regrettable. It would not, however, succeed in discouraging us.

In the more than sixty years of its existence, the I.T.F. has gone through periods of rapid development attended by outstanding successes. It has also suffered setbacks and has had to face severe crises. Two world wars interrupted but could not put an end to its fight to secure social justice for the world's transport workers.

The story of the I.T.F. is a stirring proof of the persistence of the strength of international solidarity. The consciousness that many millions of transport workers throughout the free world are with us in this battle, inspires our labours and enables us to look to the future *with confidence*.

It is with this knowledge in mind that I wish our 25th Congress success in its present labours.

*Congress then adjourned.*

# Wednesday, 23rd July, 1958

## Afternoon Session

*The President opened the session at 2.30 p.m.*

### **Item 3 of Agenda: Election of Credentials & Resolutions Committees**

**The General Secretary:** The Executive Committee meetings before Congress considered the question of composition of the two Committees mentioned under agenda item 3. Regarding the Credentials Committee, the Executive suggests that it should consist of nine members, one from each of the following regions or countries: Africa, Asia, Belgium, Britain, France, Germany, Latin America, North America and Scandinavia. Regarding the Resolutions Committee, the Executive suggests that it be composed of 12 members, one from each of the following countries or regions: Africa, Asia, France, Germany, Britain, Austria, Latin America, Holland, New Zealand, Scandinavia, United States and Switzerland.

*(The Executive's proposals on the Committees—Item 3—and the draft agenda—Item 4—were adopted by the Congress.)*

### **Item 5 of Agenda: Report on Activities 1956/57.**

**The President:** I now call upon Bro. Becu to introduce agenda item 5, the consideration of the Report on Activities for 1956 and 1957.

**The General Secretary:** I would like to say a few words as an introduction to the Report on Activities which is before you. This Report is only a brief summary of our activities during the past two years. Instead of going into details, I will limit myself to a few general observations.

First, I know you will certainly agree with my saying that it is wonderful to note the ever-increasing representative character of our Congress. Never before did we have so many delegates from so many unions and countries represented. When the Credentials Committee report is before you, you will see that there are at this Congress 305 representatives from 120 organizations, coming from 41 countries, far exceeding the attendance at any previous Congress. There is no doubt that this is the result of the steady and rapid progress of our Federation and is, indeed, remarkable. It was very soon after World War II that we could claim a truly universal character compared with the situation before the war when there were only 28 countries in our Federation. If up till now we could claim to have affiliates in all continents, it is no exaggeration to say that now we are penetrating almost every country of the free, democratic world. Since 1956, our membership has increased by one million—growing to almost 7 million. The number of affiliates jumped from 143 to over 200. In your report, the figure quoted is 190, but during this year the Executive has accepted the affiliation of a further 15 or 16 organizations; and the number of countries represented has jumped from 48 to 62—an extremely remarkable growth. Nobody could have anticipated such a tremendous step forward. The pioneers of our movement, several of whom are our guests today, should feel proud that the work they started met with such success.

But this growth also represents great responsibilities which are almost frightening in their proportions. Over the past two years, we have covered a great deal of ground. Consider the numerous conferences and congresses we had to attend in the past two years—those not directly connected with the I.T.F. numbered 54; and add to this the number of our own section meetings in those two years—5 for seafarers, 9 for dockers, 2 for civil aviation workers, 2 for railwaymen, 2 for road transport workers, 2 for fishermen, and 4 for inland waterway workers. Yet this is only a small part of our activities.

Most of our time and effort today is devoted to our regional activities. Personally, I am extremely happy about the great number of delegates present at this Congress from Africa, Asia and Latin America. If they are here, it is no doubt thanks to the activities that we have carried out on the regional level.

I only want to stress here that though our friends from these regions may be weaker than most of the unions of this country, of this continent and the North American continent, we shall do everything in our power to strengthen and develop their organizations in order that we may fight together for a rapid improvement in their standard of living and for the suppression of any form of colonialism or feudalism and for the self-determination of their people.

In this connection, I would like to draw your attention to the chapter on Various Actions of International Solidarity. I profoundly believe that this particular chapter holds the crux of our *raison d'être*, substantiating our claim to the spirit of real international solidarity plus a revolutionary fighting spirit. We can be proud of our record. We have been able to respond to every appeal made for assistance in the many struggles, conflicts and strikes of our affiliates. All of you who have been involved in such direct action will surely agree with me that never have you called in vain upon our International for help in times of need. I would even go so far as to say that in many instances, our help was the determining factor for many a victorious battle. I cannot omit, however, thanking most warmly all our affiliated organizations who have rendered this possible by their spontaneous contributions. We will—we must—continue together in this way if we want to live up not only to our Constitution but to the reasons for which our founders have created our great International.

The report before you is the result of our joint action and the splendid team-work of the Secretariat. I would like you all to offer every possible constructive criticism of this report.

**H. J. Kanne** (Netherlands Inland Transport Workers' Union): The Report on Activities shows the extent, variety and importance of the work done by the I.T.F. during the period under review. It also gives a clear indication of the initiative, care and effort which will be demanded of the General Secretary and his staff. Whilst expressing its appreciation of what has been achieved, my delegation would like to underline the urgent tasks awaiting the I.T.F. and the need for an exchange of views on the practical possibilities of the I.T.F.'s organizational apparatus and how it can be improved. In my opening address

I made brief reference to the way in which the I.T.F. has developed from an organization based almost entirely on the Old World to a universal organization. And yet from the organizational point of view we are only beginning our task in certain areas. A purposeful and responsible trade union movement is needed throughout the world and we have an important role to play in its creation. In addition, the technical, economic and political development of our world means that the task of improving the social position of the transport workers is increasingly dependent on international factors. More often than ever before, the I.T.F. has to be called in to coordinate action at international level and to assist in carrying it through.

Nor is that the end of it. The same changes in world conditions which have given the I.T.F. a central position in the social field have also forced it to play a role—and an important one at that—in the economic field, for the economic position of the various countries, and indeed of the whole world, is of the greatest significance in any attempt to raise the workers' social standards. Added to that, there is the need to develop the economies of the so-called backward countries in such a way as to provide their peoples with decent living standards.

We are proud of the fact that as long ago as its railwaymen's conference held in 1930, the I.T.F. raised the question of the economic coordination of the means of inland transport. Yet another example of the farsighted and constructive thinking of our I.T.F. is that during the war I.T.F. representatives were already occupying themselves with the problem of rebuilding the transport industry of war-torn Europe and pointing the way to a supra-national organization aimed at coordinating and integrating European transport. Particularly since the liberation, the economic activity of the I.T.F. has developed very rapidly and it now maintains contacts with practically all those inter-governmental organizations in which the position of the transport workers can be improved either directly or through the medium of economic measures.

As I said in my opening address, my own union's delegation wanted primarily to express its great admiration for the work which the I.T.F. has been able to do. At the same time, however, we are very much aware of the gigantic tasks facing the Secretariat in the near future. In this connection we would like to ask whether delegates are genuinely convinced that the existing organizational apparatus is capable of carrying out these tasks. I will not hide from you that we ourselves have very serious doubts about this. We are of the opinion that even now the performance of very necessary work is being hindered by a shortage of staff. That is perhaps not surprising when one remembers that the present I.T.F. Secretariat has only two more staff than was the case when it was in Amsterdam.

Our appreciation for what has been done is in no way lessened when we state that the results of shortage of staff are only too obvious. Documents for conferences repeatedly arrive so late that delegates are unable to study them properly. In fact, this was also true of the present Congress.

We understand the situation and realize that in present circumstances one cannot expect it to be otherwise. However, our object is to draw the particular attention of the Congress to this very disquieting position and thus provide a basis for discussing ways and means in which the I.T.F. can fulfil its duties properly in the future. We also wish to avoid a position in which the existing staff are adversely affected either in their health or their capacity to effectively carry out their jobs. In this connection I will not hide the fact that we feel we are over-burdening our friend Omer Becu. Everything revolves round the General Secretary after all. We are of the opinion that the creation and maintenance of organizational links in a Federation like ours is in itself more than a full-time job and we wonder whether we should not free the General Secretary from the responsibility of looking after five Sections by giving him one or more special assistants.

If the measures to be taken are only a question of money then we will have to do whatever is necessary to enable the I.T.F. to deal with the tasks which we have set it. However, if there are other reasons why the Secretariat cannot attract competent staff then we shall again have to take appropriate steps.

I would like to make another point as well. Experience has clearly shown that some questions with which the I.T.F. has to deal have a specifically regional character. We therefore ask whether this should not be taken into account and regional machinery created for at least some Sections.

We have drawn attention to these facts in order that a discussion of them might lead to a balance being created between the aims and means of our I.T.F.

**S. de A. Pequeno** (Brazilian Confederation of Transport Workers): After reading the General Secretary's report, I must congratulate Bro. Becu, on behalf of the Brazilian Confederation of Transport Workers, for his fine work. A tremendous amount has been accomplished with few resources.

The I.T.F. has progressed rapidly in Latin America. The Mexican office, with limited resources, has been doing magnificent work.

In newly developing areas, as Latin America, the most important union job is workers' education. I feel that the good relationship existing between the I.C.F.T.U. and the I.T.F. should further the introduction of training courses for union leaders in less developed areas, to better train our present leaders and develop new ones. I must thank the organizations of Europe and North America for their great contribution to the prestige of the I.T.F. and for making possible the extension of the I.T.F.'s activities into our less-developed areas. These contributions conclusively demonstrate the existing spirit of international solidarity and their interest in our development—which is greatly appreciated.

I enthusiastically support my Dutch colleague's remarks that if the I.T.F. had a larger staff, it could multiply its achievements, particularly in the less developed areas.

**E. Robson** (Canadian Brotherhood of Railway Employees and Other

Transport Workers): I am a little afraid that there will be too much praise and too little criticism, which is not good for any congress or administration; so while I am not going to find too much fault with this report—realizing the difficulties associated with it—I have a few remarks to make.

My first criticism is that the report should be written in simpler English. I found parts difficult to read and suggest that the report should be carefully edited to allow for easier reading.

I read of an I.T.F. delegation to Africa, but the results of this tour are not indicated. I know Bro. Labinjo was appointed as representing the territory and we are satisfied that it was an excellent appointment. But what is the use of appointing someone to represent the I.T.F. unless you give him the tools with which to work, as films, etc.

My own organization went to great expense to bring over workers for the I.C.F.T.U. seminar in Banff, Canada, where we met Bro. Labinjo. While he was there we tried to give him the benefit of our knowledge; we took him many thousands of miles, showed him our industry, provided lectures dealing with world problems. But Bro. Labinjo was worried because the I.T.F. cabled him to go to the Sudan. I told Bro. Labinjo that he was brought to Canada to attend this seminar and he should stay and finish the job rather than leave to go to the Sudan. There seemed to be quite a problem in the Sudan at this particular time but I do not find anything about it in this report. Why was it so necessary for him to leave the seminar to go there?

There was also a tour in South America beginning and ending in Mexico City. There is a large group of Mexican railway workers not affiliated to the I.T.F. and not mentioned in this report. I think the report should include why these railway workers are not at this Congress. They are a good bunch of people operating an excellent railway and I certainly would like to see them here. I am sure if the Mexican railway workers were given an invitation to this Congress, they would have made a reasonable effort to try to be here to see what is going on. I note in an additional report that the administration is familiar with all the activities of Mexico but I see no mention of any effort to bring the Mexican railway workers into this Congress.

This Congress has sent representatives to various parts of the world. We would like some in Canada to sell the I.T.F. to our people. When Bro. Imhof came over, we wanted to show him our membership and let our members become acquainted with the I.T.F.; but he was too busy and had to return. We are asking the I.T.F. to spend a lot of money on this kind of thing.

It was my particular privilege some 35 years ago in the City of Winnipeg to receive from Edo Fimmen an I.T.F. flag which still hangs in our office. We pioneered the I.T.F. on the North American continent. Edo Fimmen's ideal was the building of a great transport union whereby when any transport union in the world found itself in difficulties, it would have a solid fighting army to assist it. I agree with the General Secretary when he says that this is the finest Congress the I.T.F. has

ever held, but it is now time to expand further to fulfil the idealism of Edo Fimmen.

The administration has done an excellent job but it has to do more to build a fighting world-wide transport organization. It cannot be a one-man job. We need more good men and the General Secretary must surround himself with competent men. We need a comprehensive research department to supply the officers with the needed ammunition. If the I.T.F. does this job, it will get the money it needs.

**A. Bono** (Argentine Locomotivemen's Union): The Argentine railwaymen's organization joined the I.T.F. in 1904. Unfortunately, our ties were cut for some time—on March 9, 1951—when our organization was broken up and most of our leaders were exiled to Uruguay. This was our first opportunity to really experience the benefit of the economic and moral support of the I.T.F. We had no resources and the I.T.F. helped save us from starvation.

We would also like to thank the I.T.F. for offering to get jobs for our exiled workers, but we could not accept as we wanted to work to restore our old organization which had succumbed to the dictatorship, rather than to profit personally.

When we won our freedom three years ago, we immediately returned to the I.T.F. This is our first time at Congress since then, and we would like to take this opportunity to thank all the delegates and the I.T.F. for their support which helped our workers to succeed in their fight against the dictatorship.

We returned to Argentina, restored voting rights and elected a constitutional government. Since then, difficult situations arose calling for a continuous struggle to preserve our freedom to prevent our organization from falling into the wrong hands. And, we have been victorious.

The Fraternidad is still being subjected to various pressures. When, owing to government decrees, our organization was subjected to what we call the state of assembly—allowing intervention in our union—we went on strike to preserve our autonomy. The I.T.F. offered its assistance, and though we did not make use of this very generous offer, we were proud of and greatly appreciated its full support. We should therefore like to very warmly thank the I.T.F. for their generous offers.

Thanks to our strike, the government changed its plans. We are now working for the repeal of the law of professional associations, which is a dictatorial law regulating organizations and interfering in our union's leadership.

In Argentina, there is an independent organization, which although not affiliated to the I.T.F., assisted us previously and which now needs our help. It is the Federation of Naval Construction Workers. Though we feel it merits it, the authorities have refused to recognize it. I ask the I.T.F. to appoint my union as mediator to resolve this conflict.

I also feel that Latin America requires more attention from the I.T.F. The problems are different from those in Europe and thus cannot be dealt with from there. This is a problem for the Executive Committee and we suggest that they meet in Buenos Aires to stimulate the



interest of Latin American labour. My union would help all it could with such a meeting. I feel that Latin American unions have great potential, but we lack training in modern techniques. We should come to Europe to study trade union techniques to better equip us to solve our own problems and to deal effectively with the employers. We feel that separate I.T.F. courses would be more suitable than any joint efforts with another organization to allow concentration on our more specialized problems.

We feel too that the time has come to set up a regional organization for Latin America. The Mexican office has produced good results throughout Latin America but there is enough interest now to warrant a real Latin American regional organization, attuned to our special local problems.

**H. M. Luande** (Railway African Union, Uganda): I wish to thank the I.T.F. for what it has done for my union. Bro. Becu's visit to us last year stimulated great interest and with his assistance, we have progressed quite well.

We have not yet succeeded in establishing the principle of equal pay for equal work in Uganda. Though the Lidbury Commission, which was sent to East Africa in 1953 and 1954 by the British Government, recommended the abolition of racial distinction in railway pay scales, this has never been adopted by the administration of the East African Railways & Harbours. There are eleven labour grades excluding the super grades held by Europeans. The majority of Africans are in the lower grades and very few have even reached the middle grades. Though an African may be performing his duties as well as Europeans or Asians, he receives less than a quarter of their pay. The Railway Administration has been practising these inequities for thirty years and it is time for the I.T.F. to exert more pressure against them. The management promised the automatic disappearance of the wage discrimination in ten years, but who can reasonably agree that a time limit should be set for ending such practices? In the Government, the policy is quite advanced and Africans have responsible posts, but in the railways the opposite is true. They keep telling us that the railway administration is run on a commercial basis. Is colour discrimination what they mean by a commercial basis?

In East Africa, the Africans are advancing rapidly. A wide range of educational and cultural opportunities is opening before their eyes, but the Railway administration practices prevent their participation. Instead, lower grade workers are forced to go without shoes and sufficient food with no opportunity for advancement. The East African Railwaymen look to the I.T.F. for assistance.

Furthermore, the housing of the African workers of the E.A.R. & H. is in an amazingly poor state. Some workers are unable to live with their families. Rooms of ten feet by ten feet or small corrugated sheet iron huts in segregated areas are allocated to four or more people. In comparison, the Asian and European workers have well-built houses with all the necessary amenities. My union calls upon the Congress to

take steps to enable the African workers to obtain housing facilities equal to those available to other races.

Additionally, Europeans are recruited from overseas to fill certain posts, as engine drivers and station masters, which Africans could fill efficiently. I ask Congress to help us stop this practice which bars Africans from advancement.

**J. Knight** (Grenada Seamen and Waterfront Workers): This 25th Congress is an extremely important meeting and is concerned with very significant questions.

Just before leaving for Congress, one of my members asked me to present the General Secretary with a complete set of Grenada stamps—which I am happy to do. I would also like to present the President with the flag of our newly-constituted West Indian Federation, in honour of our newly gained independence. Though our independence has brought many new problems, it is better to bear the problems of independence than to bear the burden of colonialism.

The trade union movement has enormous tasks to fulfil—to work for peace, tolerance and human advancement and we must all work together toward that end.

**J. D. Akumu** (representing the Kenya transport workers' unions): We have the feeling in East Africa that one of the main aims of the I.T.F. is not being fulfilled; that is, to support national and international actions in the struggle against economic exploitation and political oppression and to effectuate working class solidarity. Colonialism, which prevents political democracy without which true trade unions cannot exist, should be condemned.

Since the target of Communism is the worker, it is essential to look after the workers in our struggle against Communism. Therefore, I recommend that the Executive Committee consider the formation of a political committee to keep the I.T.F. advised of struggles against colonialism in all colonies. We feel that unless the workers in the free world completely divorce themselves from their governments' action in continuing the policy of suppression, there is very little hope in our effort to help the masses. It is vital that the I.T.F. press the governments of the more backward areas to make their intentions regarding self-determination clear.

The government in East Africa has hindered rather than helped the trade union movement though its outward policy is to encourage it. For example, in my country, permits are needed to hold trade union meetings and there is always the possibility that these meetings will be taped and participants prosecuted. Open air meetings are barred while the size of most halls is inadequate. Under these conditions it is almost impossible to organize effectively.

My main aim in addressing this Congress is to emphasize that we as an international organization have an exceedingly important role to play in convincing those who are still uncertain that democracy is more effective than any possible alternative.

**H. Hildebrand** (German Transport & Public Service Workers' Union): I would like to briefly comment on the work of three Sections, the Seafarers', Dockers' and Inland Waterway Workers' Sections.

Regarding the Seafarers, I am concerned with the flags of convenience problem. The Secretariat, in its detailed report, has drawn attention to the difficulties involved and to the fact that we are duty-bound to carry out a boycott against these ships—in accordance with the decision which was reiterated at Vienna. In discussions we have had on the subject it has been shown that the seafarers' resources alone are not sufficient and it is necessary to bring in the dockers. We have to ask ourselves whether we have done everything possible to stop the spread of these phoney flags. In my view we can say that we have done just that; in fact, at times we have gone to the very limit of what could be achieved nationally. Nevertheless, we have not succeeded in getting the sort of result which we had in mind at Oslo and Stockholm. When we analyze what we have done, we are forced to conclude that the docker is the right man to help the seafarers.

There are a number of questions which we must consider here. To my mind the most important is what kind of seafarers serve on these tramp ships. We have discovered that 90 per cent come from Greece. We went a stage further and asked the Greek organizations to try to educate their fellow-countrymen in this respect, but four years later we are still waiting for results.

We have also to consider the economic aspects of the problem as well as the obligations which we have entered into through the signing of collective agreements. Recently, in my own country, the shipowners approached the Government for tax concessions to enable them to compete with Panlibhonco shipping. If we had been consulted on this then I am sure that the German shipowners would have heard a different argument, namely, that it is not possible to deal with the problem on the basis of taxation alone.

Personally, I believe that this gigantic problem should be discussed again by the Executive Committee and that they should consider the possibility of establishing tripartite committees (consisting of shipowners, workers and governments) to examine ways in which the further expansion of these flags can be prevented.

In addition, has consideration been given to the wages paid on board vessels which Americans are operating under the flag of Panama? I believe that we should have an exchange of views with our American colleagues on this subject during the sectional conferences and try to come to a proper agreement on the problems arising out of the large number of American-owned ships flying spurious flags.

I would also like to draw attention to the economic problems and the problem of leisure time affecting our port workers. During the last two years we have had discussions on the latter point with our colleagues in Belgium and Holland, but in the course of the discussions we found that our attempts to solve this social problem were being hampered in a very peculiar way. At the present time, we in Germany

have the 45-hour week in ports, but any further advance in this respect is being made more difficult because the employers keep bringing in the competition which they are experiencing from the neighbouring North Sea and Baltic ports. In conversations with our Dutch friends we have learned that they have entered into a kind of tripartite agreement in which account has to be taken of national economic considerations. In this connection, I think we have to ask ourselves whether such national obligations can be reconciled with membership of an international federation.

The last point to which I would like to refer concerns inland shipping. Here again on the Rhine we are faced with a situation in which countries are competing with one another. The question of wages and working hours does not therefore depend entirely on the flag being flown; rather we must aim at an agreement with our Dutch, Belgian, French and—last but not least—our Swiss friends.

Whenever we have a Congress like this, we cannot help wondering if the old spirit of solidarity still lives as it did in the time of Edo Fimmen or whether national considerations have not meant that this spirit has to a certain extent been forced into the background. That is why I would like the Sectional conferences to consider new ways of cooperation so that the next Congress can adopt a really positive attitude towards the problems of the three Sections I have mentioned.

**The General Secretary:** The following nominations for the Credentials Committee have been received: France, Degris; Asia, Randeri; Belgium, Dekeyzer; Britain, Webber; Scandinavia, Klinga; Germany, Herr; Latin America, Balbuena; Africa, Heymann; North America, Pelletier. The meeting will take place directly after this session.

*The President closed the session at 5 p.m.*

# Thursday, 24th July, 1958

## Morning Session

**The President** (opening the session at 9 a.m.): I would like to greet all the assembled delegates and guests and extend a message of welcome to the Congress on behalf of Mr. Valentgoed, Netherlands Director General of Labour Affairs.

**E. N. N. Kanyama** (Tanganyika Transport & Allied Workers' Union): The Tanganyika transport workers send you their greetings and their wholehearted appreciation of your assistance in enabling me to be here.

In your speech, Brother Secretary, you mentioned the I.T.F.'s intention to oppose colonialism and imperialism. I appeal to all delegates to make it the ambition of this Congress to assist the workers of the oppressed colonies.

The Report on Activities is extremely interesting and I, like other speakers, have nothing but praise for it. I note the rapid growth of the I.T.F. as reflected in the over 300 representatives assembled here. Though only a few are African now, I appeal to the General Secretary's assistance to encourage the African trade union movement so that one-quarter of the delegates to the next Congress will be Africans.

I also noted that there are only 25 on the I.T.F. staff. The growth of the I.T.F. requires a larger staff and I feel the Management Committee and the Congress should approve the Secretariat's expansion in order that it may better fulfil the aims of the I.T.F.

I would like to call your attention to Chapter 3, which notes the splendid relationship with and assistance rendered to affiliated unions. Some of this assistance has gone to European unions, and though I recognize that we all might need assistance at some point, I feel that the African unions are in far greater need of this assistance. We are not as highly organized as the rest of you but we hope one day to equal your achievement through your generosity and assistance today.

In 1957, the General Secretary visited our headquarters in Tanganyika. At that time we had only 369 members, but, as a result of his visit, my membership climbed to 7,000 by the end of the year. It was the first time many of our workers heard about the I.T.F. and they were extremely impressed by Bro. Becu in whom they saw a big yet approachable European who devoted himself to their interests. They feel this very strongly and his picture now hangs in some of our homes. We hope more of these tours are planned and for longer durations as they yield tremendous encouragement to African trade unionism.

As a result of the tour, I note that Bro. Labinjo was appointed as African representative on the I.T.F. Executive Committee. We need, however, to appoint a full-time paid African regional officer as in Asia and Latin America. The continent is large and the potential membership is tremendous.

Regarding the cooperation between the I.T.F. and the I.C.F.T.U. in aiding oppressed workers, I would like to point out that the African worker is as much oppressed as any worker in Hungary. Oppression through imperialism is just as real, particularly to the African worker, as oppression through Communism. Mr. Krushchev and his cruelty are unknown to us, but that of the British Government is known. We ask that the I.T.F. denounce colonialism with the same vigour as it denounces Communism. The oppressed and exploited workers of colonial Africa look to organizations such as the I.T.F. for hope and inspiration in their struggles for freedom. We will never be able to fully participate in the I.T.F. while under colonial rule. Our brothers from Ghana are here representing a free nation, flying its own flag. Let us hope that one day, perhaps at the next congress, our own flag will be hanging here. People must be free to govern themselves; free to manage or mismanage their own affairs, but I feel we will manage better if you help us to be free.

I would also like to mention the educational work done by the I.C.F.T.U. and the World Assembly of Youth (W.A.Y.). W.A.Y. has organized study tours in Europe for our trade union leaders which have been of great importance. The I.C.F.T.U. has organized such courses in Africa. Why can't the I.T.F. embark on a similar course? I feel, as Bro. Pequeno, that our greatest need is training for our leaders. Railway trade unionists whom I met on my tour of nine European countries last year appeared quite willing to assist African unionists through the I.T.F.

Lastly, I feel that immediately after this Congress, we should organize a transport workers' conference in Africa like the I.C.F.T.U.'s conference in Ghana, which was a tremendous boost to African trade unionism. In addition, I suggest that the Executive Committee meet in Africa and let us act as your hosts. We believe that we can receive you in the best manner possible.

**T. Nishimaki** (Japanese Seamen's Union): The Japanese trade unions have greatly appreciated the assistance and cooperation of the I.T.F., particularly in such instances as trade union recognition on the National Railways—mentioned on page 57 of the Report, and the release of Japanese fishermen detained in Korea—mentioned on page 55.

In Japan the I.T.F. is highly esteemed. In recognition of this, one of the most powerful transport unions, the Locomotivemen's Union, has recently decided to affiliate with this International.

Regarding the detention of Japanese fishermen by the Korean authorities, the December agreement concluded between Korea and Japan, providing for the reciprocal release of the 922 Japanese in Korea and Koreans in Japan in February, was not carried out until May 18, 1958. The March Diplomatic Conference to discuss the Rhee Line was postponed accordingly. In the meantime, a further 85 Japanese fishermen had been detained by the Koreans. At the end of May, there was still no word that the Korean government would release the Japanese fishermen who had completed their prison terms.

Fishery problems and the Rhee Line were to be put before a special committee while diplomatic talks between the two governments are going on. However, the Korean delegation to the Special Committee did not arrive in Japan until today. Since this Committee will probably discuss the problem of detained fishermen, we have delayed taking any positive action. Depending on the outcome, we may ask for the I.T.F.'s cooperation in the future.

I would also like to express my gratitude for the effective action of the Maritime Conference in connection with the promotion of international agreements on the problems of seafarers. I earnestly hope that the I.T.F. will urge the holding of a Second Asian Regional Maritime Conference, which we requested at the I.L.O. Maritime Conference.

**R. Dekeyzer** (Belgian Transport Workers' Union): We Belgian transport workers are proud to belong to an international trade secretariat which has played a very remarkable and outstanding role and has earned all our thanks. This organization's rise in stature, prestige and influence is due very largely to the tireless efforts of our General Secretary, Bro. Becu, who has played a great role in both the sectional and regional activities of the I.T.F.

I would like to discuss two items of the Report on Activities, concerning the docks and the fishermen. Thanks to the I.T.F. and its work in the I.L.O., social conditions on the waterfront, such as registration of dockers, decasualization schemes, accident prevention, hiring halls, etc., are no longer just privileges of a few advanced large ports but are now found in many small ports in Europe and even in Asia and Africa.

Regarding safety, the I.T.F. had striven to eliminate accidents on the docks. Through the I.L.O., we now have obtained a Code of Practice on Safety of Dock Work which completes Convention 32 and is of the utmost importance. It now rests with the dockers' unions to see that these measures are implemented.

Secondly, turning to the fishermen, our first international sectional conference of fishermen was held in 1937, when their conditions were very poor. The I.T.F. drew up an International Fishermen's Charter and through sheer persistence managed to place fishermen's questions on the I.L.O.'s 1958 agenda. Last month in Geneva, the I.L.O. adopted three Conventions concerning conditions of employment for fishermen and also adopted a resolution requesting the Governing Body of the I.L.O. to establish permanent machinery to deal with the social questions pertaining to the fishing industry.

Though I only quote two instances, we are very grateful to the I.T.F. for the results it has achieved on behalf of all transport workers. The I.T.F. should continue to expand its activities, to increase its research staff, to increase its publications, and to hold more sectional conferences. The I.T.F. is fighting not only for the improvement of workers' living standards but also for workers' freedom and democracy in many parts of the world. It is up to all of us to continue and further this struggle.

**W. M. Chakulya** (Central African Road Services Workers' Trade

Union, Rhodesia): I would like to convey to you the fraternal greetings of the transport workers of Northern Rhodesia and thank you for your assistance in making my presence here possible.

I would like to briefly outline the political situation in Northern Rhodesia. Northern Rhodesia became a British Protectorate 34 years ago. Until 1924, it was administered by the British South Africa Company as a result of certain treaties signed by the Company and the traditional rulers—the Chiefs. It has a legislature of 26 members; only four are Africans and they have no vote. Laws are passed with little regard to the workers' views. No open-air meetings can be held unless permission is granted by the police. Colour discrimination rules in political, economic, social and religious life. Educational opportunities for Africans are extremely limited and there are over 45,000 African children in the Copper Belt without any schools. There is only one secondary school for a population of 3 million Africans.

The Legislature is now considering a constitutional change providing for the 80,000 Europeans to be represented by 14 people while the 3,000,000 Africans will be represented by only eight people. African workers are vehemently opposed to this proposal and demand parity of representation.

We also opposed in 1953 the creation of the Federation of Rhodesia and Nyasaland by the combination of three Central African territories. The British Government was deceived in believing that there would be a partnership between the races—but there is not nor will there ever be a racial partnership in Central Africa. To allow the 200,000 Europeans to dominate the 7,000,000 Africans, the Europeans want the British Government to give them dominion status when the Federal Constitution is reviewed in 1960. We are opposed to this as it will create another South Africa and endanger our trade union movement.

I ask the Congress to request that the British Government not grant dominion status to our Federation but to allow Northern Rhodesia to secede from the Federation to set up a legislature based on parity of representation of Africans and Europeans. At the same time, this Congress should vigorously condemn racial discrimination and the present trade union legislation in Northern Rhodesia.

Though the Secretariat, and particularly Bro. Becu, has done a fantastic job, we ask that more emphasis be placed on training. I ask the I.T.F. to consider granting scholarships to its affiliates in West, Central and East Africa for training in highly industrialized countries of Europe and America. Those trained would return and strengthen the African regional organization.

I would also like to stress the need for a regional conference of African transport workers in Africa.

With regard to regional affairs, I appeal to the strong unions in Europe and America to contribute sufficient funds to enable the I.T.F. to build up the African region. Additionally, I would like to ask this Congress to consider increasing the Executive Committee from ten to fifteen members to allow the African region to have elected members on the Committee.



In conclusion, I would like to mention that the General Secretary's visit just one month after our joining the I.T.F. is a landmark in the history of my union. It gave us a great deal of confidence in the I.T.F. and was looked upon as a symbol of international solidarity of transport workers. I do hope that in future even more attention is given to the building up of our Region.

**Z. Barash** (Israeli Seamen's Union): The Report on Activities reflects the tremendous work done by the I.T.F. Secretariat. The results are felt here at the Congress through the great increase in the number of delegations attending.

It is the task of the Secretariat to guide affiliated unions and to extend assistance wherever possible. Whenever our organization has requested such help it has been granted immediately and with very satisfactory results. In other words, it is in the interests of national transport workers' unions to have a strong and viable I.T.F.

It is not possible for outsiders to organize trade unions in under-developed countries. That can only be done by training indigenous leaders who can evolve forms of organization adapted to national interests and national temperament. We in the Israeli trade union movement are grateful for the help we have received from the trade unions of Europe and North America. Our own organizational structure differs from that in both continents but the fundamental criteria are freedom of organization and democratic leadership.

My own union is only too willing to assist free trade unions in the under-developed and newly independent countries. We will show them our successes and our mistakes and let them find the right organizational methods for their own circumstances.

I therefore fully agree with the statement contained in the introduction to the Report that "this is a task calling for a long term view; nevertheless the results so far secured in our opinion justify the belief that a sound foundation has been laid and that the work done will bear fruit in increasing measure for years to come."

In conclusion I would like to express our satisfaction that the President and General Secretary of the I.T.F. were able to visit us and to get to know how popular the I.T.F. is among the transport workers of Israel. They saw us working peacefully trying to solve difficult economic problems and to absorb great numbers of immigrants. In all this, however, our main concern is for freedom—freedom of speech, freedom of organization and freedom to live in a free world.

**N. Wälläri** (Finnish Seamen's Union): The Seamen's Union which I represent is very seriously concerned about the Panlibhonco problem. You will understand why when I tell you that we had more than 25% of our shipping laid up and still have about 15%. On 14 July the Federation of Transport Workers' Unions declared a total boycott of all Panlibhonco ships arriving in Finland. However, we have had some difficulties in carrying this out because all the dockers' unions in northern Finland are Communist dominated and the Communists are opposed to acting against flag of convenience ships. Nevertheless we have now

overcome this obstacle and even the Finnish Pilots' Union has joined us in the fight. They have shown their loyalty to the I.T.F. by refusing to take out any ship boycotted by either our union or the I.T.F.-affiliated Finnish Dockers' Union. We appreciate the action of the pilots all the more because they are acting against the law and could have disciplinary action taken against them. However, we have informed the Government Board of Navigation that if they disciplined the pilots then our union will act in support of them. We are also refusing ice-breaker assistance, which is necessary for any ship entering or leaving Finnish ports. We man the ice-breakers and control them completely so that we are able to exert a stranglehold upon the whole country.

As you may realize, an effective fight against Panlibhonco is only possible through joint action by the most important of transport workers. Successful actions have been taken in Scandinavia, Finland, Belgium and Western Germany, but most countries have done nothing in this respect. Our most important task now as far as seafarers are concerned is to organize a more effective fight against Panlibhonco.

**J. D. Randeri** (Maritime Union of India): I belong to a very small union. As far as I know it was the first I.T.F. affiliate from our country, having been a member for almost twelve years. We have benefited as a union from this, particularly through the establishment of contacts with other maritime affiliates. As a result of these contacts our union is progressing along sound trade union lines and that is saying a lot for any organization in our region.

Going through the Report on Activities you will see that the I.T.F. is really half a dozen Internationals rolled into one. If you also bear in mind that the whole organization is run on a small budget of less than £60,000 yearly, one must agree that it is a very fine achievement. How has it been possible? It is due to Bro. Becu and his excellent team, as well as to the untiring efforts of all affiliated organizations.

Only recently we had a national dock strike led by the Port and Dock Workers' Federation. They asked for I.T.F. help and within 24 hours action was taken which resulted in an early and successful end to the strike. On behalf of the Indian dockers, I would like to thank Bro. Becu for his timely assistance which has increased the prestige of the I.T.F. tremendously.

When we all go back to our unions, I hope every one of us will be able to play our part as affiliates so that the I.T.F. can show even better achievements in the future.

**E. Sano** (Philippine Transport Workers' Organization): I have read with interest the I.T.F.'s Report on Activities and agree that it is indeed a magnificent work. I think however that it would be more beneficial if it were written in a larger number of languages so that it could be read by the rank and file members of our organizations. It should not be privileged reading matter for higher officials. I have noted that part of the report deals with my own country and I am grateful for that. However, I should like to enlarge on this and give you a few more facts.

The trade union movement of our country is still in its infancy.

We suffer a great deal from the colonial mentality of some of our employers—mostly foreign interests—who are bent on exploiting labour in our country. Just as in other countries, the capitalists have great influence in our Government. We also are encountering some financial difficulty. For all these reasons, we are doubly grateful for the assistance and advice which we have received from our friends abroad.

I should also like to put forward a suggestion which I think would be very useful. I should like to encourage the organizations affiliated to the I.T.F. to send copies of their latest agreements or contracts to the Secretariat so that these can be properly filed and provide a ready reference for any organizations which require help on such matters as pension plans, decasualization schemes, hospitalization, etc., etc. There are many things being enjoyed by other organizations which we might not even know of and which we might be able to obtain if we put in claims for them. That is why I think that the availability of such information would be so useful to the advancement of labour-management relations in a number of countries.

**R. Faupl** (International Association of Machinists, U.S.A.): I believe the General Secretary is to be commended by setting out the activities of the past two years very clearly and concisely and, what is more important, for stressing the need for extending the future work of the I.T.F.

However, as I glance at the report, I have mixed feelings when I compare the tremendous need for activities throughout the world with the very limited resources at our disposal. I note, for instance, that the section on regional activities states that in 1958 we added one office boy to the staff. Yes, one office boy! When you read about the need for work in Asia, Africa, South America and even in many countries of Europe, and then glance at the income of our organization, you wonder how it is even possible to do what is already being done.

In my own organization, we have benefited from the solidarity demonstrated within the I.T.F. Even though our organization is large and generally considered very powerful, it was almost helpless in winning a strike in the Flying Tiger situation. Our victory was due to the solidarity of the I.T.F. and particularly of our British colleagues to whom I again wish to pay tribute and express our appreciation. When looking towards the future in the next few days, I hope that we will give to the organization the tools needed for the twentieth century.

**T. Yates** (National Union of Seamen of Great Britain): The report on the activities of seafarers covers about twelve pages and does not go into any detail. But those of us who have been connected with that section will realize that during the last twelve years two Maritime Conferences and six Joint Maritime Conferences have been held in various parts of the world and have covered every aspect of seafarers' employment. Most of what has been achieved was finally settled at the last conference, held only four or five weeks ago. A further Convention that has remained unratified by the various countries which adopted it at Seattle in 1946 has now been amended to make it possible for a good number of governments to overcome the difficulties which stood in the way of their acceptance.

This is the first time since the Genoa Conference of 1920 that there has been a unanimous recommendation covering the three major aspects of seafarers' conditions. This could not have been accomplished without the I.T.F. There are two people present to-day who are more responsible for that than any other individuals in the seafarers' movement: Oldenbroek and Becu—both architects of the Seafarers' Charter of 1946. We made more progress on that occasion than had been made as far as my own memory extends—and that is to 1912. So I should not let the occasion pass without placing on record what has been accomplished by our International. I say this particularly to those who may be attending their first I.T.F. Congress. I feel it is my duty to convey to them what can be accomplished by affiliation to the I.T.F. By joining the Federation, they can at the very least give the seafarers of the more advanced maritime countries the opportunity of assisting them and giving them the benefit of their experience.

**L. Riaza** (Spanish Transport Workers in Exile): I feel that it is my duty first of all to thank the I.T.F. for everything it has done for us and I must say that that is a great deal. We who are in the unfortunate position of having our country under the fascist yoke cannot take any real part in discussing the I.T.F.'s Report on Activities.

Having said that I would like to transmit to all here the greetings of the transport workers of Spain who expect such a lot from you. These workers have been unjustly placed in a situation where they are still unable to participate fully in the economic activities of Europe and of the outside world generally.

A very short while ago workers in Spain went on strike because they understand that the right to do so is sacred to all workers. These spontaneous strikes were not in any way dictated by political motives, but by poverty and lack of freedom. They were brutally repressed. Those who went on strike were jailed and when they were freed they were exiled to areas where they were unable to obtain work and forced to live in hunger and misery.

I believe that it depends on the organizations of the free world to solve these problems. We are not looking at this simply from our own national point of view. We feel for all those who are suffering but at the same time we would stress that the Franco regime has given rise to the most wretched situation in which workers can find themselves.

Thanks to the help the regime receives from outside, it suppresses the workers' movement. It always says that the Communists are behind the movement but it does so only in order to obtain help from outside—which is given to the regime and does not benefit the Spanish people. If that assistance stopped I feel that Spain would be free very soon.

Before coming to this Congress a delegation of Spanish transport workers asked me to greet their colleagues in Amsterdam and said, "Our wish is to join with our fellow-workers in the I.T.F. and share their social and economic problems." Franco takes very careful note of the decisions of international congresses, particularly when they are

as important as ours. He knows what harm can be done to him if his regime is condemned by such a congress. That is why I would ask you to approve a resolution which will show Franco that the transport workers of the world are as opposed as they have always been to his dictatorship.

*(Brother Riaza then read the text of his draft resolution.)*

I think that such a resolution would show Franco that we all condemn his regime and that we are determined to fight for the freedom and democratic rights of the Spanish workers. We should not forget the people who are trying to regain their freedom nor that their success in so doing depends on all of you.

**The President:** I would like to ask Brother Riaza to hand in the text of this draft resolution to the Resolutions Committee. He can rest assured that the I.T.F. will never forget the enslaved workers of Spain.

**D. S. Tennant** (British Merchant Navy & Air Line Officers' Association): I would like first of all to congratulate the Secretariat on the supplementary document dealing with civil aviation. I regard it as a first-class appraisal of a very difficult and complicated subject and I entirely endorse its conclusions.

Reference is made in the Report on Activities to the I.L.O. *Ad Hoc* Civil Aviation Conference. This was the most deplorable conference ever held under I.L.O. auspices and no condemnation of the attitude of the employers attending it can be too strong. They not only challenged the competency of the I.L.O. to deal with social problems in one of the most international industries, but contended that such problems could best be settled at the national level.

In our view it is essential in civil aviation that there should be at least broad guiding principles underlining certain fundamental aspects of social conditions. The employers erroneously believe that I.C.A.O. can look after these issues, but we know that I.C.A.O. is an inter-governmental organization and that the policies pursued by national delegations to it are employer-dominated. Consequently, we believe that it is not the vehicle to deal with social policies.

From the supplementary report, it would appear that there is a likelihood of there being an I.L.O. tripartite—and I would stress that word tripartite—conference in 1960. The employers will thus not be able to follow the line they did on the last occasion because government representatives will be present. However, in the view of our unions 1960 will be too late to deal with some of these problems, because by then we will be well into the jet age. The main problem which has been facing the Section is that of crew complement and until it is settled there is little hope of dealing successfully with many of the social questions confronting us. But we find that the I.L.O. Conference is not going to discuss crew complement—even in 1960!

The policies being pursued by pilots' organisations through their international federation clearly indicate their determination to try as hard as they can to eliminate specialist crews from aircraft. In the U.K. they have already been successful so far as radio officers are

concerned and similar developments are taking place in many other countries. Once that is accomplished they will turn their attention to other specialist crew members with the ultimate aim of having the flight deck manned by pilots only.

Many of you came by air to this Congress and it is as well that you should know the developments taking place in this rapidly-expanding industry. In a year or so's time you will be able to fly in an aircraft travelling at up to 600 miles an hour at altitudes in excess of 40,000 feet, and with the most complicated equipment yet introduced. The greater speed of operation required on the flight deck is going to throw a considerable strain on the crew and will obviously increase the proneness to human error. And yet the policies being pursued by pilots are designed to eliminate the specialist navigators and engineers.

In our view, the requirements of to-morrow are not going to be based on utility air crews. You cannot get optimum safety coupled with efficiency of such crews. You have got to have the maximum degree of specialisation from both the engineering and navigating side.

It is argued by the employers that these jet aircraft will be automatic and there is no need for large crews to operate them. But, remember this, you cannot stop an automatic plane travelling at 600 miles an hour if the automatic controls go wrong. It is too dangerous at this time to bank on automatic devices not failing, because they do fail and go on failing.

Now, I would like to say a word about the resolution adopted in Vienna. That resolution condemned multi-capacity duties and offered support to affiliated unions in any steps they might take to resist their introduction. This problem came to a head in the U.K. a few months after the Vienna Congress. We had the Britannia coming into operation and the flight deck was so arranged that it could only fly if multi-capacity working were utilized. We took such a serious view of this that we threatened strike action against BOAC, and as a result these aircraft were modified so that they could be operated without multiple working. But the point at issue was this: we had suggested that this was a problem affecting the airline organizations of all countries and that it should be brought forcibly to the attention of the public by an arranged demonstration. I regret to say that we could find no support for that line.

Nevertheless, we are still faced with the position and I am going to suggest that the sectional meeting which will take place during this Congress has to do a great deal of thinking and some effective planning if we are going to ensure that our future airliners are manned on the basis of optimum safety and maximum efficiency.

**M. Petroulis** (Pan-hellenic Seamen's Federation): Speaking on behalf of the Greek organizations represented at this Congress I would like to express our appreciation of the activities of our International and our thanks for the solidarity which has been shown with us on many occasions.

We feel, however, that we should stress several subjects not found

in the Report on Activities which concern our problems in Greece. For we feel that wherever an under-developed country or a weak trade union movement exists it is the duty of the advanced and well-organized movements to give every possible support.

In Greece there are now more than 500 ships laid up because of the recession and more than 12,000 seamen are out of work. Most Greek vessels make use of flags of convenience and we are endeavouring to achieve a double aim: to protect our seafarers by effective collective agreements and to persuade Greek shipowners to return to the flag of their own country.

The dockers face both unemployment and poor social conditions because of the non-application of the convention relating to limitation of loads. The railwaymen have still not got the eight-hour day, despite the resolution on the subject adopted at the Vienna Congress two years ago.

This difficult situation has arisen not only because our Federations are still weak but because the employers are openly trying to split our movement, even going to the lengths of inciting and supporting anti-labour elements. Although we will fight as one man against such attempts, it is inevitable that we will also require your solidarity and assistance. That is why we believe that I.T.F. representatives should pay more frequent visits to our country because such visits give a new incentive to our workers and show them that they do not stand alone.

We for our part assure you that we will never fail to resist all totalitarian influences, either in our country or in other parts of the world. In the struggle for the maintenance of peace and civilized standards, the I.T.F. will find the Greek workers on the alert and always ready to play their part, because we believe that only in such a spirit can we lead our people to true happiness.

**J. H. Oldenbroek** (General Secretary, International Confederation of Free Trade Unions): It is a great pleasure for me to convey to you the greetings of the I.C.F.T.U. We find that our relationship is getting better and better, that we are working together more intimately than ever before. That will continue for we both realize how necessary it is for the whole international trade union movement to pull together and to carry out jointly the great task that is still lying ahead.

Now, there can be no doubt that—of all the Trade Secretariats—your International is playing the biggest part in the work which has to be done. You are making that major contribution because you are transport workers. But not only because of that. It is also due to your traditions and the fact that you have always been a virile organization.

As I walked by here I saw my old friends Leick and Mrs. Krier from Luxembourg and I was reminded of that Conference which the I.T.F. organized in Luxembourg in 1947 as the first organization to welcome the Marshall Plan, when everyone else seemed hesitant to realize the importance of that effort. I was reminded of it because I feel that a new and different effort is necessary to-day: to bring together the free nations of the world and to put before them the need

to work together and see to it that conditions everywhere are improved. This world of ours is big enough to achieve that aim, to help all the nations that need help. If only they would come together and make the decision and carry on as was done in the case of the Marshall Plan for only a very limited part of our globe.

For of what use is freedom to the peoples of the new countries unless it can give them employment, can give them prosperity? Democracy is fine, but what is democracy without bread and without a future? I hope all of you will propagate this idea that all the democratic nations have to come together, have to draw up a plan for helping each other. It is possible and it should be done.

Mr. Chairman, I have already said that I congratulate the I.T.F. upon its work, but the time which lies ahead will be one of still greater effort. As you know, the I.C.F.T.U. also has been growing very rapidly, but we still have to improve, to strengthen the power of organizations in many countries, and we will have to do so together with the International Trade Secretariats and particularly with the I.T.F.

So far, as Brother Faupl pointed out this morning, the international movement has not had the means to do its job. So far, to use a colloquial expression, it has been chicken feed, and our opponents have had ten times more money than we have. However, the I.C.F.T.U. has started to set up an International Solidarity Fund and will be able, over the next three to five years, to finance a lot of trade union work in the under-developed countries.

The Fund, acting on behalf of the whole trade union movement, will make that money available and it will include the International Trade Secretariats. I am not asking you to stop contributing to your own International; in fact I would encourage you to do even more.

But there is one thing I want to impress upon you and especially upon those from the countries which will need help. This is a short-term affair. Either you succeed in building up your movement within the next three to five years or you probably have no chance of doing so for a long time to come. I hope you don't find me hard in saying that. You see, we haven't got so much time to waste. We are in a hurry and wherever we plant our seeds we must be sure that within the period I have mentioned these organizations must become self-supporting and also contribute their share to the International. Therefore let us not think in terms of decades; let us think in terms of years.

Finally, I want to say something about our task of maintaining the peace of the world. There is another conflict going on in the Middle East, and we are again paying for the mistakes we have made in the past. If we had been less concerned about making pacts with some individual here or some ruling force there, and more about the people of these countries who are living in abject misery, then there would be somebody to appeal to. Unfortunately, that has not been done, and so we are facing situations where we are unable to get the support of the people, with one exception—the Lebanon. In that country we have a membership and the trade unionists are behind us. They have asked us to support them in order to maintain the democratic structure



of their country and to prevent a rebellion supported by intervention from outside.

But while we have all sympathy with our Lebanese friends, we still think that it is for the United Nations to act in such cases. We are not blaming the Americans for acting on the request from the President of the Lebanese Republic. If you do not give the United Nations the opportunity of intervening in such cases and if you do not give it the police force which it needs, then of course it can do very little. But this is the opportunity to demand it. Here is a practical case where it would have been necessary, and it is still desirable that the United Nations take over as soon as possible.

So much is certain, the real problem of the Middle East is not political; it is an economic problem, a social problem. Where all that rich oil flows there is so much money spent but it is not used for the benefit of the people. Once that is done we will find these people completely on the side of democracy and they will march together with us to defend their own freedom and ours.

I will close with this. In the next few years, the international trade union movement has a tremendous task, to be performed in the minimum of time with the maximum of effort. I am confident that in these efforts we may count on the excellent cooperation between the I.T.F. and the I.C.F.T.U. which we have known in the past.

*The General Secretary then announced that the Resolutions Committee was now composed as follows:—*

Scandinavia	...	...	...	Thore
Germany	...	...	...	Hildebrand
Switzerland	...	...	...	Haudenschild
Latin America	...	...	...	Pomar
Africa	...	...	...	Labinjo
New Zealand	...	...	...	Herlihy
Austria	...	...	...	Brosch
Netherlands	...	...	...	De Vries
France	...	...	...	Laurent
Asia	...	...	...	Sugino
Great Britain	...	..	...	Brannigan
United States	...	...	...	Faupl

*The President then adjourned the Congress.*

# Saturday, 26th July, 1958

## Morning Session

*The President opened the session at 9 a.m. The General Secretary then paid tribute to the late Jerker Svensson, former President of the Swedish Seamen's Union, whose name had been omitted from the Report on Activities. He apologized deeply for this omission and Congress then stood in silence in memory of Brother Svensson.*

*Brother Tennant suggested the postponement of the Civil Aviation Section meeting since it clashed with the Joint Seafarers' and Dockers' meeting, but it was agreed after some discussion that the meeting should be held as arranged.*

*Congress then resumed the debate on the Report on Activities.*

**J. S. Thore** (Swedish Seamen's Union): I should like, as representative of the Swedish Seamen's Union, to say at the outset that we quite forgive the Secretariat for its mistake (the omission of Jerker Svensson from the obituaries). To err is human, and these things do happen.

The Scandinavian group at this meeting is a large one. If it does not say much it is not because it is uninterested in international co-operation. The group comprises well-developed organizations, with well-developed international relations. They have always supported the I.T.F. and will continue to, because we know how very important the I.T.F. is and as seafarers we know that international co-operation is the only solution to our problems. Our union has done a great deal for Swedish seamen and we are in the top flight as far as wages and conditions go, but that is not to say we are content. Wages and conditions are not all that we should like and to improve them we must work internationally and see that where conditions are worse than in Scandinavia, they should be improved.

One thing needed for us to succeed is a solution to the Panlibhonco problem. The Panlibhonco fleet is of some twelve million tons. Liberia has 650 ships, Panama 565 and so on. Clearly greater effort is needed from the I.T.F. to cope with this problem. When we discuss this problem this afternoon in the Joint Seafarers' and Dockers' meeting we shall have to decide on future action. I say to those not directly concerned with shipping that we should concentrate on this problem together and that this Congress should support Omer Becu if he brings forward concrete proposals for a general boycott of these vessels so that we can solve this problem once and for all.

**A. Rodriguez Perez** (Cuban Civil Aviation Workers' Federation): I should like to come back to the very interesting and informative speech from one of the delegates on our particular industrial problems in civil aviation. We are deeply sorry that the I.L.O. bipartite meeting in Geneva should have foundered on the obstinacy and negative attitude of the employers. It is all the more necessary now to have a tripartite meeting. We are now living in the jet age—great distances can be covered in a much shorter time. We are concerned that flying staff

pay should not be improved while others go empty-handed. We must see that crews' flying time is reduced and when I say "crews" I mean all categories. (The difference between those who fly a plane and those who serve passengers is only a difference in technical ability.) We all know very well that often pilots have to work to the point of physical exhaustion and we feel that in this jet age their flying time should be halved.

I hope that this great Congress will see that the I.T.F.'s regional activity in Latin America is built up and agree on action in the interests of the civil aviation workers in Central and Latin America who form an important sector. Most of them are not organized or are organized in company unions. There are often no monthly flight time limitations. The agreements won by the unions in the United States, Great Britain and Holland should be the model for other countries and I hope that these powerful organizations will help us all they can. For our part we assure the I.T.F. that we shall contribute to its work at every opportunity and as much as we can.

**C. Heymann** (Ghana Government Transport Workers' Union): When I spoke to the Vienna Congress, Ghana, then the Gold Coast, was on the verge of complete self-determination. I gave an insight into the rapid development of the country's transportation system and its impact. Now, as an independent nation, the development of road construction has been spectacular and this has meant a considerable growth in the road transport industry and the organization of its workers. Ghana depends on its 28,000 miles of road system as the foundation of its industrial revolution. The transport workers' unions are very alive to their responsibilities and are playing a significant role in the development of the communications system.

Alongside the economic reconstruction of Ghana there is a desire for a structural reorganization of the trade union movement and labour legislation reforms. The present Ghana Trades Union Congress is in practice a mere federal advisory body and makes effective coordination impossible. I referred at Vienna to the lack of centralization and the multiplicity of unions and it is not surprising, therefore, that the transport workers' organizations have been in the forefront of the move to reorganize the labour movement. This has brought about some misrepresentation abroad. A wrong impression has been created that we are permeated with anti-British feelings. Some have failed to understand our problems and assess them according to our local needs and conditions. We are not perturbed by this attitude. We are confident that through trial and error we shall evolve something not only democratic but containing the true African personality. In pursuance of our objective the transport workers' unions and the rank and file of the Ghana movement have unanimously accepted in principle the charter embodying proposals for structural changes in the trade union organization of Ghana. To give these proposals effect the Ghana T.U.C. and the employers are consulting with the Government on the introduction of the necessary legislation.

The Government has shown considerable interest in the develop-

ment of strong and effective trade union organization: in a speech to our Trades Union Congress a few months ago our Prime Minister affirmed the freedom of the working classes to organize and said the Government would give every support and help to the trade union movement.

It is not always easy for the foreign observer to appreciate our problems and the measures we are forced to adopt in facing them. We are convinced that our freedom is meaningless if it does not mean freedom for other African states as well. We know that certain colonial interests hope that the experiment in Ghana will fail. We are often shocked at the fervency with which some of our European brothers condemn the suppression of human rights in some parts of Europe and the comparatively complacent attitude with which they face similar atrocities in Africa and Asia. That is why we note with great satisfaction the speed with which the I.T.F. is developing its regional activities in Africa. The decision to establish a Regional Office for Africa is welcome and we are prepared to cooperate in the successful running of the office wherever it is situated. To us African unity is very close to our hearts and we are only too anxious to reach the stage where we stand on equal footing with our colleagues in Europe and America and where it will not be necessary to be spoon-fed, financially or otherwise.

Lastly, I wish to pay tribute to Brother Becu for the able way he has attended to our many requests and advised us in our moments of difficulty. His visit to Africa increased our confidence in the I.T.F. and its high principles.

**P. de Vries** (Netherlands Seafarers' and Fishermen's Union): I should like to begin by associating myself with the expressions of appreciation for the efforts of the Executive Committee and particularly of the General Secretary, my friend, Omer Becu, and for what they have achieved, not necessarily in the form of concrete results but in achievements which can be regarded as stages on the road to our aims; stages which one must pass in any long-term policy and which in the long run lead to the supreme reign of liberty and social justice.

One subject for long-term policy is European unity, which in fact is an international problem and not just a European one, for the future of the whole world is intimately bound up with the future of Western Europe. One world or no world! That grim warning seems to me even more true to-day than when it was first made. And so I agree with Omer Becu's statement in the introduction to this report that there are reasons far more important than a mere increase in numbers for finding the new affiliations to the I.T.F. deeply gratifying: the great majority are from regions commonly referred to as under-developed and that means we are playing our part in raising their level to that reached in the so-called developed countries. This requires long-term planning, but the quicker the action we take, the better.

Turning now to problems interesting me as a seafarers' and fishermen's representative I want to say something about flags of convenience—or perhaps I should use their new name coined in America, “flags of necessity”. This whole problem depends on the attitude adopted by

governments and shipowners towards the terrible danger created by this playing about with national flags and whether they are willing to collaborate with us in the fight against this modern form of piracy. The stipulations of Article 29 of the Regime of the High Seas adopted at the recent Law of the Sea Conference give us an excellent opportunity. This Article states that there must be a genuine link between the ship and the flag it flies. In itself it is not so much but if developed it can become important in the struggle against cheap flags. The Article is to be developed into a draft convention but in its present form it is no more than a statement of principle and until it is defined in a more detailed instrument there is not very much to go on. There is, though, a second objection: the original text of the Article provided that states other than those whose flag a ship carried could decide whether the ship had a right to its flag, but this—the beginnings of a sanction procedure—was dropped. It was primarily American opposition which resulted in the torpedoing of the original text. To some extent I can understand their position and I might feel some sympathy for them if they were to show any understanding of the problems which cheap flags involve for other countries but they do nothing of the kind.

Where do we go from here? We must try to apply Article 29 even if for the moment it has no teeth. Now the genuine link has been accepted in principle shipowners and seafarers must make a start on its practical application and approach their governments on the subject to have the adopted principle implemented at international governmental level. A Dutch Minister, replying to some points made on the subject of the Geneva Conference by a member of the Dutch Upper House who is also a prominent shipowner, said recently that the Articles adopted by the Conference represented a number of rules of international law binding on the states that accept them and exerting a great influence even on those states which do not give them their formal approval. The Minister went on to say that if the phenomenon of the cheap flag persisted and threatened increasingly the sound development of world shipping he had no doubt that a more definite position would be adopted nationally than hitherto. Now that the rules of international law demanded a genuine link the recommendations on safety and welfare had a more solid basis.

I agree with my friend Hildebrand that our future activities against these flags should be directed to the calling of a conference of governments, owners and seafarers to try to further implement the principle of the genuine link. Our late lamented friend, Ingvald Haugen, said at a recent meeting of the Seafarers' Section that if governments and owners were unwilling to do anything about the cheap flag problem we should have no alternative but to make these flags "flags of necessity" for us by advocating employment in them, organizing their sailors and getting the best possible wages and conditions in them. Needless to say, he knew this would result in the opposite of a regulated maritime industry as conceived in the I.T.F.'s shipping policy. I therefore continue to hope that common sense will prevail in government and owner circles.

Now a few words on fishermen. Omer Becu referred yesterday to what we achieved for these "forgotten workers" at the last International Labour Conference and a special tribute is due to the preparatory work of the I.L.O. Experts' Committee set up in 1954 on the I.T.F.'s initiative. I want to express my warm appreciation of the work of the Netherlands Government representative, Mr. Thurner, as chairman of the Committee and its rapporteur in the Conference plenary and committee meetings which adopted the first reading of three conventions on fishermen's questions. Even more important than the conventions' adoption was the passing, unanimously, of a resolution asking the Governing Body to set up a special committee to ensure continuity in the I.L.O.'s treatment of the fishing industry. Here again the I.T.F. has pursued a long-term policy which has proved effective. The time is coming when we shall no longer need to refer to fishermen as the "forgotten workers".

Finally, while on the subject of long-term policy, I want to refer to the General Secretary's introduction to the Report on Activities where he refers to the generosity of affiliates in the advanced countries and how everything invested in the I.T.F. will be repaid a thousandfold in the fulfilment of its historic mission. We have on the agenda a proposal which would have the effect of increasing the affiliation fees from the larger organizations. This is not the moment to discuss this in detail but I should like to express the earnest hope that the proposal will be adopted. Give the I.T.F. the tools and it will finish the job!

**The General Secretary:** Brother De Vries has just referred to the flags of convenience problem. Yesterday in the Dockers' and Seafarers' Section we were able to announce that our Finnish friends had stopped one of those vessels, a ship called "Dimitrakis". The owner did not want an agreement with us and the dockers refused to load her. The Pilots' Union refused to pilot the ship out of port, the ship tried to leave without a cargo or a pilot and ran aground. I have just received a cable that she is still there.

*The President announced that the General Secretary would reply to the debate on the Report on Activities on Monday morning. The General Secretary then read some messages of greetings to the Congress, the first being from G. Joustra of the Netherlands, a veteran worker for the I.T.F. who had been prevented from attending Congress, having been injured in a road accident. Other greetings had been received from: The Grenada Seamen's and Waterfront Workers' Union, the Philippine Transport Workers' Organization, the New York representatives of the Norwegian and Swedish Seamen's Unions, the Cuban Maritime Workers' Federation, the Cuban Civil Aviation Workers' Federation, the Tunisian Railwaymen's Federation, the Uruguayan Railwaymen's Federation, the Argentinian Aeronautical Staff Association, the Costa Rican National Railwaymen's Union, Bob Coutts, and the Indonesian Technical and Harbour Workers' Union.*

*Congress was next addressed by two of its guests.*

**E. Bell** (International Labour Office): Mr. President, delegates and

friends. I am grateful to you for according me the opportunity of addressing a few words to you and I would emphasize the great personal satisfaction which I feel at being among you.

For forty years the I.L.O. has been striking at the roots of poverty, injustice and intolerance and I pay tribute to the support the I.T.F. and its affiliated organizations have consistently accorded the I.L.O. throughout its existence.

It is not my intention to range over all the achievements of the I.L.O. but I can refer to the recent decisions taken at the 41st Maritime Session of the International Labour Conference where the I.T.F. re-emphasized its leadership by contributing to the adoption of seven new instruments and again at the 42nd Session of the Conference the I.T.F. was prominent in securing consideration of fishermen's questions. Close attention is also being given to the manifold problems of the inland transport industry and civil aviation. Problems which the I.L.O. has in mind for future action are those like vocational training, safety at sea, seamen's welfare, Asian seafarers, fishermen and labour-management relations.

The last requires provision for management training in industrial relations as well as workers' education and workers' education is the subject of an I.L.O. programme designed to provide workers with objective information on the facts and problems they are called upon to deal with in modern society.

In all the vast I.L.O. programme the problems of the less developed territories are to the fore in our minds. We recognize that here are peoples who in welcoming the modern industrial revolution are being beset by the disruption of traditional ways of life. Our programmes are designed not only to meet the consequences of this new industrial impetus but to bridge the economic, social and cultural gap.

Mr. President, you said in your address that plans are well advanced for an I.T.F. African Regional Office. Perhaps the most outstanding development in I.L.O. activities in recent years has been our work in Africa. The recommendations of a Committee of Experts and the demands of the Workers' Group on the Governing Body and of the trade union movement generally have led to a Governing Body decision to establish in January, 1959, an I.L.O. field office for Africa. There will also be set up a tripartite Advisory Committee for African territories south of the Sahara and the Director-General is considering the holding of an African Regional Conference.

Another recent decision of the Governing Body was to undertake a survey of the actual position regarding freedom of association in all the I.L.O. member-countries and last month the Director-General announced that both the United States and U.S.S.R. Governments had already invited the I.L.O. to send study missions to their countries.

This, then, is a glimpse of some of the things occupying our minds and energies. Our task is not easy; there are political and financial difficulties. But our eyes are fixed firmly on our goal—universal and lasting peace based upon social justice and the dignity of mankind and we look

to the trade union movement for its vigour, enthusiasm and inspiration. We rest confident in your continued support and goodwill.

**F. Bialas** (International Centre of Free Trade Unionists in Exile): I first want to thank you for inviting me to your Congress as representative of the International Centre of Free Trade Unionists in Exile which groups former active trade unionists in Bulgaria, Estonia, Hungary, Latvia, Lithuania, Poland, Rumania, Czechoslovakia, the Ukraine and Yugoslavia. We regard your invitation as a gesture of solidarity from millions of transport workers to their colleagues behind the iron curtain whose absence at this Congress is explained by the changes which took place thirteen years ago at the time of the imposition of the Communist dictatorship when trade union freedom and human rights were crushed out of existence.

I have no need to underline the extent to which these workers have remained faithful to the principles of free trade unionism. Events in East Berlin, Poznan and Budapest speak for themselves and in the light of these events one can measure how far oppression goes when a rebellion of men driven to despair is drowned in blood by a political oligarchy *affecting to hold power in the name and for the good of the working class*. All the arguments used by the oligarchy to justify these facts cannot veil the truth or alter the facts.

I have no wish here to give a recital of the difficulties of workers under the Communist dictatorship but it is necessary to recall briefly the rôle played by the so-called trade union leaders behind the iron curtain in the "defence of the workers' interests". No one can doubt that they are dominated by the omnipotent Communist Party, that they slavishly execute its directives without caring about the dire needs of the workers. The "union" hierarchy decrees that the rank and file member should never be allowed to forget that production problems are the essence even of trade unionism. And so the honest trade unionist who has the courage to put forward his colleagues' claims is regarded as begging for cheap popularity. The danger is that certain free trade unionists accept in good faith some of the nicer-sounding statements from the Communists in the belief that some of the satellites are moving towards a measure of liberalization.

In fact there has been no liberalization, no move towards democracy. If there has been in certain countries, notably Poland, a certain short period of relaxed pressure the credit is due to the workers who, as in Poznan, were able to press home some of their demands. But recent events show that the attitude of the Communist and "union" oligarchies is hardening and that they are trying to re-apply the methods of brutal coercion used in the Stalinist era.

The interests of the working people in the free world, their aspirations to peace and a better life, are linked with the destiny of the enslaved peoples of Eastern Europe. The free world will never find security, the free international trade union movement will never reach its goal, so long as the present situation lasts. For these reasons, as well as for reasons of international solidarity, assistance and moral support to our countries are more necessary than ever.



I should like to thank you on this occasion for the solidarity you have shown to our unfortunate brothers which has strengthened the workers behind the iron curtain in their struggle against Communist oppression. In the future, too, it will be a powerful stimulant to them in their fight for freedom and independence.

Thank you, friends, and great success to your Congress.

*Congress received a preliminary report from the Credentials Committee.*

### **FIRST REPORT OF THE CREDENTIALS COMMITTEE**

The Credentials Committee, composed of R. Dekeyzer (Belgium), F. Balbuena (Cuba), R. Degris (France), O. Herr (Germany), J. D. Randeri (India), J. A. Pelletier (Canada), S. Klinga (Sweden) and W. Webber (United Kingdom), met on Wednesday, 23 July, 5 p.m., and elected W. Webber (United Kingdom) as Chairman-Rapporteur.

The Committee noted that by twelve noon that day 206 delegates and 51 advisers had registered, representing 88 unions in 38 countries. A further 24 delegates and 18 advisers have been announced, which in the event of their arrival would bring the figures up to 230 delegates, 69 advisers, representing 105 unions in 40 countries. The aggregate membership represented at Congress is approximately five millions.

In addition to the delegates and advisers, the opening ceremony was attended by 12 official guests, 12 fraternal delegates and 9 guests of honour.

The Committee, following past practice, agreed that the method of calculating voting strengths in the event of a card vote under Rule VI, para. 8, of the Constitution, shall be as follows: the sum of £5, which is approximately one-quarter of the basic annual affiliation fee, to be equated to one thousand votes; memberships over 2,000 will be rounded off to the nearest thousand, memberships between 2,000 and 1,000 to the nearest five hundred, and smaller memberships to the nearest hundred. The complete list of voting strengths is open to inspection by delegates upon application to the Secretary of the Credentials Committee.

The Committee received information concerning the financial standing of the unions represented at Congress. There are a number of these unions which are not in full compliance. In accordance with past practice, the Committee agreed that the delegates of the unions concerned will only be seated after being interviewed by members of the Credentials Committee.

Finally the Committee noted that in certain cases delegates were representing more unions than allowed under Rule VI, para. 9. These were all unions which are not financially strong and whose delegates have to travel long distances to come to Congress. In view of this, coupled with the desirability of encouraging representation from less developed areas, the Committee decided to seat the delegates concerned as representing the number of unions desired, without wishing to create a precedent for the future.

A final list of delegates is in course of preparation and will be circulated in due course.

W. WEBBER,  
*Rapporteur.*

*The Financial Report for 1956-57 was then accepted unanimously.*

**The President:** We now pass on to **Item 7 (Amendments to the Constitution)** and the motion to lengthen the period between ordinary Congresses from two to three years. The Executive Committee has considered this proposal and is in favour of it.

**F. Cousins** (British Transport and General Workers' Union): I was not able to attend the meeting of the Executive Committee which decided to support this proposal but I had made it known that there were some reservations which I wanted to put to Congress. That is why the Executive has given me the right to speak on it.

One can understand the Executive Committee arguing that Congress should be held less frequently because of the amount of work which has developed in regional and other fields but we should be concerned at the limited possibility of getting the whole body of us together except at Congresses. A limited number of organizations can meet in Executive activities but there are influential groups who only take part in sectional affairs. I have the feeling that we might isolate ourselves from groups other than the larger ones who take part in Executive work. I know the Secretariat's difficulties and the fact that a three-yearly Congress would save thousands of pounds but we should be careful not to take a decision which would make our co-operative effort less effective.

I have no very strong feelings on this but I would ask the Executive Committee to think carefully whether the action it proposes might not have the opposite effect to that intended.

**F. Laurent** (French Force-Ouvrière Railwaymen's Federation): I have not much to add in the way of reasons behind our proposal and that of the Norwegian organizations to extend the interval between Congresses from two to three years. A number of trade unions, national and international, are tending to have longer periods between congresses, in the region of three years. My own organization is one. Our proposal to amend the Constitution of the I.T.F. is an attempt to defend democracy by efficiency. As has been stated here, changes have taken place in the I.T.F.'s make-up. Once it was almost a wholly European organization and the composition of Congresses was different to nowadays. The I.T.F. did not have the same obligations and tasks as it faces today.

The preparatory work cannot be done efficiently now in a two-year period. As soon as this Congress is over the Executive Committee and Secretariat will have to start preparing for the next one and putting into effect what has been decided here. I should like to congratulate the Secretariat on what they have done but I want at the same time to point to the difficulties caused by shortage of staff which make it difficult for the I.T.F. to reach optimum efficiency. The position would be easier with a triennial Congress.

I also think it would make more time available for section activities and the regional activities which are becoming an increasingly large part of our work. As Brother Cousins has pointed out, there are trade unions who are numerically weaker than those of Great Britain, the United States and Germany. At the same time, however, it must be remembered that their potential membership is also smaller and that they often account for almost 100 per cent of those who could be organized. They may not add greatly to the I.T.F.'s numerical membership but make a considerable effort to meet their financial obligations and to be able to participate in Congress. We should consider their position.

I believe Congress should adopt this proposal which aims at combining efficiency with concern for the interests of all affiliated organizations.

**E. Padilla** (Avianca Workers' Union, Colombia): In our country the democratic trade union movement is still in its infancy and we still have a lot to learn. But it is obvious to us that the activities of the I.T.F. are expanding and we, too, believe that a three-year interval between Congresses would enable the I.T.F. to deal with the many problems which are arising. I support the motion.

**H. Hildebrand** (German Transport and Public Service Workers' Union): The reasons advanced for this proposal—the cost of Congress and the fact that some member-unions are not very strong financially—are, I recall, the same as those put forward in a similar proposal in 1932. But it later proved again necessary to hold Congress every two years. National organizations can call their national committees every six months but this cannot be done by an International of world-wide proportions. The last two years have seen the affiliation of many new members and we want to give everyone a real place in our work, we want to be able to talk things over with the representatives from underdeveloped countries, for instance. And for this, we regard a biennial Congress as essential.

At Vienna, for the same reasons as advanced by the Executive now, we decided that the General Council should ordinarily only meet during the Congress period. If Congress only meets every three years without a General Council meeting then we are heading inevitably towards bureaucracy and that is dangerous.

I therefore ask Congress to keep to the two-year period and to consider whether we cannot restore the General Council to its old position.

*The proposal to amend the Constitution by providing for triennial instead of biennial Congresses was put to the vote and carried by 94 votes to 80 votes.*

Congress then went on to **Item 8: Affiliation fees.**

**W. J. P. Webber** (British Transport Salaried Staffs' Association): My organization's resolution is aimed to alter the basis for assessing affiliation fees from the present sliding scale to a flat rate of 5d. per

member. Its purpose is first to ensure equal per capita contributions and second to provide adequate resources for the I.T.F.'s work.

The I.T.F.'s finances are at present divided into two funds, the first based on affiliation fees and the second on voluntary contributions of £3 per 1,000 members. At present the I.T.F. is the only International Trade Secretariat with a reducing sliding scale and we have no less than twelve tables of affiliation fees starting at £17 15s. od. per 1,000 members and reducing to £4 per 1,000 if an affiliate's membership is over 600,000. For organizations with over 350,000 members the contribution per thousand is half that for smaller organizations and we think it unreasonable that smaller unions should have to pay more proportionately. If affiliation fees had to be increased on the present basis it would bear even more heavily on the smaller organizations. That would be unfair.

In the Financial Report you have adopted you will have seen that the General Secretary said that "fortunately" we have been able to exercise restraint in expenditure. I think he should have said "unfortunately", because it is a pity that our limited resources should call for restraint. Our aim ought to be to get more finance in order to do the work of what is the most influential I.T.S.

True, the effect of our proposal will bear most heavily on the larger organizations, but they will be no worse off per head than the smaller organizations. True, we hoped to have more money from affiliation fees and there are now more affiliates, but the majority of the new affiliates are from under-developed countries and they cannot pay their fees in full.

If we turn to the Edo Fimmen Fund, we find that is based purely on voluntary contributions of £3 per 1,000 members. Not everyone pays on that basis: some pay less and others, to whom we are very grateful, pay more. There is no assurance that these voluntary payments will continue and any organization can at any time limit its contribution as it is only a moral and not obligatory duty. We feel it is not good enough for the I.T.F. to depend upon voluntary contributions and the I.T.F. ought to have an assured income. Now it has been suggested that if the voluntary nature of the payments is ended some organizations might reduce the number of members on which they affiliate and thus their affiliation fees. I sincerely hope that would not happen and that they would realize that the aim of our proposal is to secure adequate resources on an equitable basis.

Our proposal if passed would also mean that we could merge the two existing funds and thus be able to plan far ahead in the knowledge that our income is assured. I submit this resolution for Congress approval.

**The General Secretary:** The Executive Committee has carefully considered this proposal and believes that it is not only very important but poses some very complicated issues. The Executive Committee has therefore asked me to suggest to you that a small committee be set up to look into this matter before a general discussion takes place here. I

understand that Brother Webber agrees with the suggestion and the committee could start work at once.

*Congress agreed to the appointment of the special committee and the following were nominated to it: H. J. Gibbons and A. E. Lyon (United States), O. Gunnarsson (Sweden), E. Padilla (Colombia), F. Schreiber (Germany), W. J. P. Webber and T. Yates (Great Britain).*

*J. Horst (Transport Workers' Union of America) then raised a point of order regarding the voting on the proposal to alter the Constitution to provide for triennial Congresses (see page 206). He submitted that the proposal required a two-thirds majority to be carried. After a short debate it was agreed by Congress that the vote should be taken again, that it should be a card vote with a two-thirds majority required for the proposal's acceptance, and that the fresh vote should take place the following Monday morning.*

*The President adjourned the session at 12.15 p.m.*

# Monday, 28th July, 1958

## Morning Session

**The President:** I declare the session open. We decided on Saturday to take the vote on a two or three yearly Congress first thing this morning. The final report of the Credentials Committee is before you and you will note there are 223 voting delegates present. Anyone to speak on the report? Against? The report is accepted.

### **SECOND REPORT OF THE CREDENTIALS COMMITTEE**

The Credentials Committee held a second meeting on Thursday, 24 July, at 5 p.m., and a third meeting on Saturday, 26 July, at 12.15 p.m.

At these meetings the Chairman reported that the delegations whose unions were in arrears with affiliation fees had been interviewed. In all these cases either payment had meanwhile been made or assurances given which were considered satisfactory by the Committee, so that all delegates attending the Congress have been formally seated.

The number of delegates attending has now reached the figure of 223 and that of advisers 62, representing 110 affiliated unions in 40 countries and an aggregate membership of approximately five millions.

Only one further delegate is still expected to arrive.

W. WEBBER, *Rapporteur*.

**R. Faupl** (U.S. International Association of Machinists): On Saturday a vote was taken and subsequently challenged. Quite obviously the majority desired a card vote. I suggest to delegates that in the light of other items bearing on the decision that we postpone the roll-call vote on whether there should be a Congress every two or three years. I voted for a three-yearly Congress. I would support the continuation of the old procedure, however, based on the outcome of the decision on *per capita* tax and therefore move that the vote on item 11 be postponed pending other items.

**P. de Vries** (Dutch Seafarers' and Fishermen's Union): I support that proposal. If we decide to have Congress every two years then we should give the I.T.F. the tools and that means raise the affiliation fee. If not, we should accept that it is impossible to hold Congress every two years and accept that Congress will be held every three years.

**F. Cousins** (British Transport and General Workers' Union): We are now told we should decide first how much money we are going to have and then determine how we spend it. We have no proposal to increase affiliation fees. We have a proposal that there should be a different arrangement for assessing fees, but that may not bring in more money. We are now told a new method of assessing fees should determine when we hold Congress. To hold Congress every three years would cut off smaller organizations from participation in I.T.F. affairs. Decide first whether to alter the Constitution; that will assist the committee on affiliation fees.

**F. Pomar** (Cuban Transport Workers' Federation): We should say first what period—two or three years—we accept for Congress so that we shall know whether or not to increase affiliation fees.

**The President:** We decided on Saturday to vote on the amendment to the Constitution this morning. The more we discuss the position the more confused it becomes. We shall now vote, a two-thirds majority being required.

*A card vote was then taken.*

**The President:** Our General Secretary, Brother Becu, will now reply to the debate on item 5 (Report on Activities for 1956/57).

**The General Secretary:** I first extend sincere thanks for the appreciation of the work of the Secretariat which many have expressed. It is not possible to reply to everyone who has intervened in the debate: indeed some must be answered by the Executive Committee, some have already been answered in the section conferences and other points of a general character come more within the province of the I.C.F.T.U.

One general observation: the I.T.F. cannot solve all your problems, particularly in under-developed countries, ninety per cent at least of the job to be done lies with the organizations there. Many have asked us to do this and that, and the simple truth is that they first have to start themselves. Some expect us to solve not only industrial but political problems. Where we stand on certain political problems is laid down in our Constitution, but we cannot indulge in fully-fledged political activities over the whole world.

I shall now refer to regional affairs and say what I would have said in introducing that item on the agenda which appears later. Several speakers pointed to administrative difficulties and I must say that unless they are overcome I do not know how the Secretariat will be able to cope with the work. Brother Kanne said we were under-staffed, that we had the same number of staff as before the war. I can say we have less staff and there can be no comparison between the amount of work now and then. Since 1950, the amount of correspondence has doubled, we have more conferences, much greater sectional activity—and it is in sectional conferences that we do the practical bread-and-butter work. If we have been able to cope to a large extent it is because of splendid teamwork in the Secretariat, with anyone prepared to take on any work.

We have more conferences, not only our own but affiliated organizations'. Every affiliated organization likes to have an I.T.F. representative at its conference—and we are proud of it—and some say “send someone to work here” or “make a tour of our country”. But we have to turn them down. We have to use the week-end for travelling so that we lose no time in the Secretariat. We have to go to congresses for one or two days and fly back. It would be so nice to stay and learn something about the union and see what is going on but we have not been able to stay. Several of us—and that goes for members of the Management and Executive Committees as well—go to beautiful cities and come back having seen nothing of them because we have been in conference, one after the other.

Well, we are under-staffed. It was said, "Why did you let so-and-so go?" Let me tell you I know of no case where anybody has been dismissed. If some have left, they have left out of their own free will and we cannot hold them back; but, mind you, if you look at the Secretariat you will find very little turnover. We have three or four who have something like thirty years' service with the I.T.F.

I could dwell much longer on how much more we have to do than before. For instance, a couple of years ago a proposal was made that we should study transport coordination and integration in Europe. I do not think we could do it again! And yet two German, a French and a Dutch organization, without any charge, put the four experts at our disposal. And what work they gave us! Their report, which is before us, is a report in which a lot of—not blood—but sweat has gone, I can assure you.

Our Report on Activities is not complete. If we had liked, we could have made some kind of propaganda out of it for the rank and file—it would have been five times as long. But the report is for the information of the leaders of our organizations; after all, our Federation is of organizations not rank-and-filers. Some have pointed to certain missions and that reports on them have not been mentioned, or they have been referred to only briefly in the Report on Activities. Well, often a mission goes to Africa, Latin America or Asia on the instructions of the Executive Committee to report to them on the prevailing conditions there. Never has the Committee thought that these reports should be published *in extenso*, nor has any request ever been made to that effect.

We could have sent out many more missions and many requests for them have been made from this platform. But we lack the experienced trade unionists to do so and when you send I.T.F. representatives on missions in under-developed countries where the trade union movement is in its infancy you must have top-level people with tact and knowledge of the problems to explain what it is all about. The people there want to learn and if you make a mistake and they learn of your mistake later that mistake will reflect on the I.T.F. as a whole.

Now many have spoken of education and training, an important but vast problem. It is impossible for the I.T.F. to undertake this task. I wish we could set up trade union schools but do you know what they mean in money and personnel? It is not enough to set up a school in one part of the world. Our East African friends say "We want a school" and the West Africans will say "We want one too". Look at the vast continents we deal with. This is, after all, a general problem, not one just for trade secretariats, and consequently one for the I.C.F.T.U. Our friend Pequeno said we must ask the I.C.F.T.U. for money for it. But it is a question of practical possibilities. The I.C.F.T.U. is to collect £2 millions in three years, a drop in the ocean for all the I.C.F.T.U. has to do. The I.C.F.T.U. has set up an Asian college in Calcutta and is about to set up an African college in Uganda. There is talk of an international college in Brussels. All we can do is send some of our transport workers' representatives to them. There is



need not only for general trade union training but training for the different industrial problems. The I.C.F.T.U. has to teach not just democracy but bread and butter, talk to the students as railwaymen, dockers and seamen.

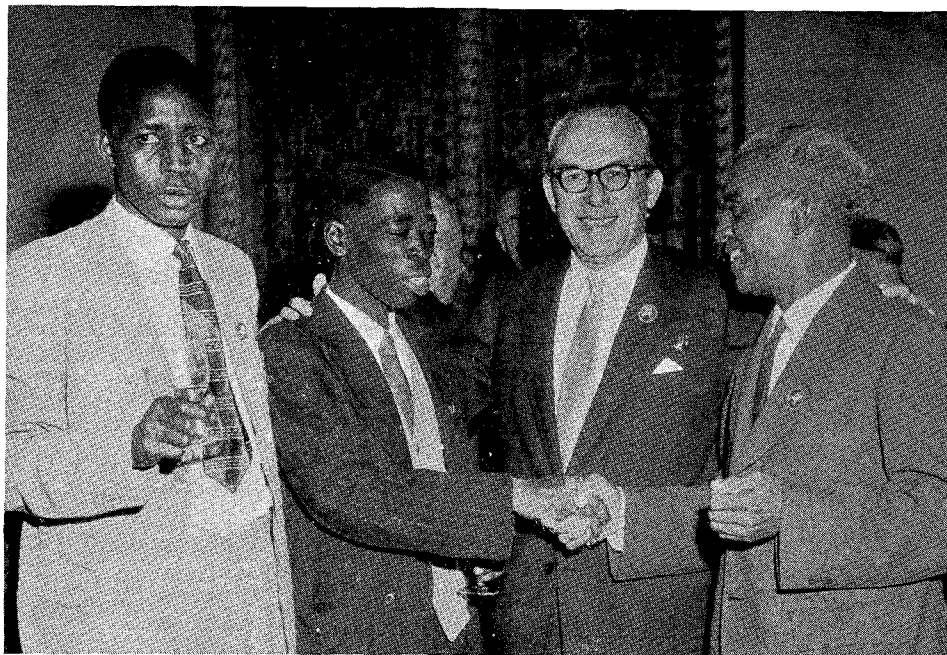
We receive numerous requests for people to come from Africa, Asia and Latin America to gain experience here, but I venture to say they must be educated on the spot, in their own environment. You bring them to Europe and it takes months before they adapt themselves; there are even family problems. And so the I.C.F.T.U. has the right idea and we shall have to cooperate with them, or try to do it on our own with little means. It is about time we pooled our resources and not duplicate and waste personnel, money and so on.

We were the first to ask other I.T.S.s—and there are too many of them and too many weak ones—to pool resources to help trade unions in those places where they are weak. These unions have no time to lose. They can learn from the mistakes we made. They must progress more rapidly than we did. Only fifty years ago in this part of the world a blind horse could run round a house and hit nothing because there was nothing there and the people had very little to eat. Some of our African friends think all white people are their employers, because they have only seen the white people who live where they live, but do not think that white workers are so well off: a great number live much too poorly. But why should we think in terms of black and white? We are all on this earth and in the same boat.

We offer our services to other I.T.S.s and want them to come together with the I.C.F.T.U. to do a job together. The I.C.F.T.U. has an office in Tokyo with a personnel of six, the I.T.F. with four, the metal workers with three and other I.T.S.s want an office in Tokyo—all trying to do the same thing. Why should we not try to prove by joint action that we are one in the trade union movement, one in our approach and objectives? We have given a wonderful lesson when we sent out a joint I.C.F.T.U. and I.T.F. mission to Japan and our Japanese friends from this platform have recognized it. Why should that not be done everywhere? We said to the I.C.F.T.U. that maybe we could do it but the mission would have much greater influence if the I.C.F.T.U. went in too. And it turned out to be so.

Only recently we had a meeting of the I.C.F.T.U. Consultative Council—composed of their Executive Board and all I.T.S.s—and following the long discussion there, where the I.T.F. representatives had urged the need for coordination, it was agreed to set up a joint committee of the I.C.F.T.U. and the major I.T.S.s which are already engaged in regional activities. We are to put our heads together and hammer out our problems jointly. It is not going to be easy. We shall have to start by giving priority to certain countries and industries where some sort of organization already exists. It is still going to be only on a small scale but it will be a start.

We in the I.T.F. have not even scratched the surface. We have an office in Tokyo and Mexico and are setting up an office in Africa. They can certainly be no more than information bureaux. Our office in



Omer Becu, the ITF's General Secretary, is seen here introducing Brother Kanyama of Tanganyika (second from left) to Brother Knight of Grenada. Brother Luande of Uganda is on the far left.



The Amsterdam Congress saw the retirement of Hans Jahn (centre) from the Presidency of the ITF, an occasion marked by the presentation to him of the ITF's Gold Badge. Seen here with Brother Becu (far left) are Brothers Webber (second from left), Düby (second from right) and Pequeno (far right), who all paid warm tribute to Brother Jahn's work over the years.

Mexico—with two people and an errand boy—covers the whole of Latin America and issues a special publication in Spanish. And had it not been for special contributions, especially from our American friends, apart from contributions from our budget and the Edo Fimmen Fund, we should have had to close the office because we should not have had the resources to continue. And yet these offices have one day to be extended if we want to do a proper job. It would be Utopian to think that we on an international level can solve all the problems of the world from London. There are so many problems that can only be solved on a regional or sub-regional basis that we must provide the necessary machinery for them. More than that, it is not good enough to have one office in a continent. Try to go round Latin America, round Asia, round Africa. I went round Africa—nine countries in twenty-one days. We had to fly overnight every time and our friends' first remark was, "Why can't you stay longer?"

You cannot expect them to come to you—and I do not agree with my friend Cousins that you have to have Congress every two years to give these people an opportunity to come to us. They would never be able to come to us without financial help. We should rather have conferences in their continents so that richer organizations can help the weaker—though, mind you, the weaker ones must make some sacrifice and effort themselves. We certainly do not want to do what the Communists and Moral Rearmament are doing. We are not a charity organization. If they help themselves first we shall help the most we can. We have on our lists one organisation which has never paid a penny for ten years or more and which recently had a strike and came to us and said "prove what you can do for us". I cabled back, "First fulfil your obligations". We have about two hundred organizations at the beginning of the report. Do not be surprised if next time there are only 180 because we are going to throw out those which do not pay a penny. You must fulfil your obligations first before you can claim your rights.

I could give you a long, long story about the appalling conditions of workers in certain parts of the world, about one human being exploited by another human being. I have seen that Africa is a rich continent for the white and a hell for the black. That has to be changed. Why discrimination? Why not equal pay for equal work? I hear my friend Kummernuss is very shortly going to Africa. I am sure when he comes back he is going to say we must do something. I have seen workers digging sand under the water, diving down ten, fifteen feet for ten or twelve hours a day for a couple of shillings. They are doing it in order not to die from starvation. Are we going to be satisfied in this part of the world when we know what is going on there? If so, we should be departing from our Constitution. We must see what we can do for them before thinking of ourselves.

My friend Oldenbroek referred to the Middle East. He was right to say that behind the conflict there are social and economic problems. The people have been exploited and are now encouraged by the Eastern bloc to overthrow the governments which have exploited them. If

Communism comes there, its root is in the poverty and hunger of the people.

But it is not enough to say, "I am anti-Communist, anti-totalitarian". We have to do a positive job. The people of the Arab world at the moment only want to overthrow their oppressors but these nationalist uprisings are only the first stage. The second stage, the social revolution, is still to come—bound to come—and that will be the biggest revolution of all. A durable peace can only be established by giving the people social justice, human rights and dignity. We in the I.T.F., and the whole of the trade union movement, must play our part to that end—and governments, too, for time is too short for us to do it alone. Several of you have said "give us the tools" and I say so too. We in the Secretariat can only do what it is at our disposal to do.

Thank you.

*The President then put the Report on Activities to Congress which accepted it unanimously.*

*F. Cousins, one of the tellers, then announced that the proposal to amend the Constitution by holding triennial instead of biennial Congresses had been defeated on a card vote by 1,492,000 to 1,213,000.*

*Congress proceeded to **Item 9 on the agenda: Regional Activities.***

**J. F. Soares** (Director, I.T.F. Asian Office): A brief report of the activities of the Asian Region is before you. The purpose of the Asian Office was defined in a resolution adopted at the I.T.F.'s Tokyo Conference and embodied in an Executive Committee directive: "to co-ordinate activities of transport workers' unions in the region, to disseminate information, establish contacts with non-affiliated unions and friends and thus provide the basis for new affiliations." How far we have succeeded will be for Congress to judge.

Many countries in Asia are not represented in the I.T.F. It is true we have friends in some and in others are known and highly respected—but that is all. Why respect but no close ties? In my opinion it is the absence of personal contacts, informal meetings and get-togethers which in that region are so important. We have not been able to fill that void mainly because we have not had the money and partly the time. Political instability, aggressive nationalism, Communist infiltration—these all make our task difficult.

In Japan, where the I.T.F. has most members, there are unions which have been helped and strengthened by the I.T.F. and are grateful to us, but which remain just friends. Why? Because they are divided by the unfortunate rift between the two largest centres, Sohvo and Zenro. The same is the case in India. This kind of rift, largely of leadership only, conditions the outlook of the rank and file. Couple that with the machinations of the Communists who portray the I.T.F. and I.C.F.T.U. as tools of the West and you understand why friends keep their distance.

Still other reasons account for this state of affairs: illiteracy, poli-

tical domination of the movement, personal ambitions of leaders, lack of finance, inexperience.

I have spoken of personal contacts. In Asia no amount of sending and receiving trade union journals or pamphlets can do the job better than personal visits by I.T.F. representatives. I have found that visits engender a close friendship and enhance the regard for the I.T.F. which those in many Asian countries already possess.

Brother Becu spoke of the difficulties of education and I can only confirm from my personal experience that education schemes, either of the I.T.F. or the I.C.F.T.U., should be conducted at national level and in the countries of those friends for whom it is intended, not in Brussels or elsewhere. However, educational material from abroad is always welcome and I am continually asked to furnish pamphlets, booklets, etc.

I am also in entire agreement with Brother Becu that exchange visits and study tours of Europe serve only a limited purpose. Our objectives would be better met if representatives went to the regions. The shortage of staff in the Tokyo office prevents our doing more than the little we have done in this direction and handicaps us in carrying out many of the Executive Committee's directives. With more staff knowing English and two or three other languages of the region, most of our objectives could be achieved.

Brother Becu referred in strong terms to the absence of coordinated effort within the various international Tokyo offices. In the activities large or small performed in Tokyo, time, energy and money are trebled. There are some of us who could profitably do a better job in another sphere. I would be only too happy to work in a coordinated scheme in Tokyo or any other place in Asia. And coordination there must be. The I.T.F. is a most respected organization, but some unions, when they join the I.T.F., think they have no obligation to the I.C.F.T.U. and that brings a division of loyalty which we must try to prevent. We believe we are all in the one movement and we must work accordingly.

**L. Martinez** (Director, I.T.F. Latin American Office): The idea of expanding I.T.F. activities in Latin America goes back to 1938. At the 1948 Congress it was decided to set up a department for Latin American affairs in the Secretariat, and thanks to trips and personal contacts made by Trifón Gómez our activities increased. The Executive Committee decided to establish an office in Mexico and this was done by Trifón Gómez in 1955. Unfortunately he died a few months later and it was decided at a conference in Mexico that I should take over. Now, Latin America covers twenty countries each with their own problems, national and industrial.

We have made good progress these last two years. At the Vienna Congress I said, let us be patient, one day we shall win through in Latin America. In December, 1955, we had nine affiliates and 172,000 members. In December, 1957, this had increased to thirty-two unions and rather more than 433,000 members. I feel that by the beginning

of next year we can double the figure. I recently visited nine countries and obtained firm promises of affiliation. At its next Congress the Argentinian Railwaymen's Union will consider a proposal to affiliate, and that would give us 240,000 members.

In Argentina, there are great possibilities. The United Maritime Workers' Union and the captains' and river pilots' organization are to join. And here I would say that in the last two years all but one of the Latin American affiliates have paid their fees to the I.T.F. to the best of their ability. I agree with Brother Becu that we cannot allow the situation to continue where organizations do not even pay a token sum and ignore our communications.

My recent tour of the region began in April when I represented the I.T.F. at the conference organized by the Caribbean division of O.R.I.T. (C.A.D.O.R.I.T.). As you know, the I.T.F. has a number of affiliated seafarers' and dockers' unions in the area. The organizations at the conference showed a great interest in the I.T.F. and the transport workers met separately and decided to set up committees to coordinate the various activities. I was invited to spend some time in the West Indies but I had to move on to Argentina.

I stopped on the way for a few days in Venezuela, where I met Umberto Hernandez who is working to reconstruct the National Transport Workers' Federation following the recent overthrow of the Venezuelan dictatorship. The Federation will join the I.T.F. in due course. Unfortunately our friends in Venezuela have allowed a degree of Communist participation in the committee directing the restoration of the trade union movement and I warned them of the dangers of this. At the time I was there, there was a chance of a *coup d'état* to bring back the dictatorship and I was asked to call the attention of the free trade union movement to this danger. Fortunately nothing in the nature of a *coup* took place.

From Caracas, Venezuela, I went to Argentina, to Buenos Aires. There I spent a few days with Brother Dupont who was representing the I.T.F. in a joint I.T.S. and I.C.F.T.U. mission. Together we visited a number of organizations and received promises of affiliation. Our Argentinian friends wanted us to move the regional headquarters to Buenos Aires, but of course such a thing is not for me to decide. Certainly there is the political situation to consider. I do hope that we can gain more members in Argentina—a National Federation of Transport Workers is projected, as in many other countries, but this has not proved possible for the time being.

Sadly, I must say that the Frondizi government is not giving the slightest support to the free trade union movement. It is under pressure from both the Peronists and the Communists. It is said that all the trade unions are going to have to hold elections of leaders. Now many organizations, the strongest being our old and loyal affiliate, "La Fraternidad" (the locomotivemen's union), have leaders who have been elected completely democratically, but the Communists and Peronists see the elections as a chance to use coercion and take a grip of the unions. Perhaps we ought to state to the government that we could

not tolerate a position such as that of 1950 when our maritime affiliate was destroyed and replaced by a so-called trade union set up by the Peronist national centre.

I spent a day in Paraguay where we have a maritime affiliate and then went back to Montevideo to attend a seminar. The I.T.F. had sent a delegate from our Paraguayan affiliate to the seminar and I took him with me back to Buenos Aires. Our Argentinian, Uruguayan and Paraguayan brothers have some common maritime problems, notably unemployment among seafarers and we discussed this a lot. This unemployment problem is particularly bad for the Paraguayans and both Brother Becu and I have approached the government on it but have received no answer.

Now I do not want to go on too long but there are a few other things I must mention. For the last six years the motor drivers' federation in Peru has been dominated by Communists, for five years they have not held one congress and for the last three years have not reported what they are doing with the members' money. A group of democratic drivers broke away and recently held their congress, a fine congress which I attended. The new democratic federation which our friends have set up has 40,000 members already and they have promised to affiliate with us. They also hope to set up a National Transport Workers' Federation. Earlier in April the Communists staged a strike for political reasons which led to terrible violence. In the south of the country they saw that their strike call was not being obeyed. They created a riot during which a young boy was injured and was bleeding badly. Instead of taking him to a doctor they paraded him up and down the town of Pasco as a martyr. He died. That shows just what sort of people the Communists are.

A word on Colombia. A number of trade secretariats held a seminar under O.R.I.T. in Colombia last year which we attended. We thought it necessary to establish a national transport workers' organization but the trade unions were weak and scattered. On my second trip there the idea had grown and the Minister of Labour is favourably disposed to the movement. Once the organization is set up I am sure it could carry on as the Minister has decided to work a check-off system for union dues. Congress is asked to give the idea its support.

Well, I must not go on, although there is a lot that could still be said. I agree with Soares that trade union education is best organized at national or local level and summarizing I would ask Congress to pay the greatest possible attention to the Latin American region. Given the means, we can have a million members there.

**M. A. Labinjo** (Hon. representative of the I.T.F. in Africa): Brother Becu has already informed you of some of the difficulties confronting African workers — legislation, discrimination — but danger is developing in the unscrupulous attitude of the indigenous employers. The worst employers in some parts of Africa are Africans, so while we are combating governments we have sometimes to combat these employers too.

The transport workers constitute the largest single unit of workers in Africa. Let us see how they are faring. In the north, in Egypt, trade unions exist in theory but hardly in practice. In the Sudan it is being gradually destroyed by Communist influence, in Portuguese Africa it is a crime to belong to a union and unions cannot function in Ethiopia. In the British East African colonies the movement is rigidly controlled and to the south is South Africa where the government is trying to ensure that the Africans, Asians and coloured people should not progress. In West Africa there is limited progress and in one of the two independent states, Ghana, the transport workers' unions are putting up a splendid struggle. In the other, Liberia, a developing country which has been independent for almost a hundred years, trade unionism does not prosper.

Before Brother Becu went to Africa we had nine affiliates. Now we have twenty-six, a remarkable achievement. I would venture to say he planted the seed of free trade unionism in Africa but along with this tremendous achievement goes the responsibility to see it is maintained—and that is where you come in, to maintain it morally and financially.

We are to set up an office in Africa to work with the I.C.F.T.U. and, we hope, other International Trade Secretariats. There are lots of problems, of course. One is a multiplicity of unions. Then the problem of honest leadership, without which we will build on false foundations. There is the challenge of technological change—very difficult if examined against the background of the African worker. In making the office effective we shall need publications in different languages, Arabic for the north and perhaps Swahili for East Africa.

There is tremendous competition. In Cairo you have a training college and information centre created by the Russian-backed International Confederation of Arab Unions. You have the Christian International which has founded a college in French West Africa. You have Moral Rearmament. It is important that the free trade union organizations in Africa should coordinate their activities. I believe the big unions in Europe and Africa can render practical help by providing some of the equipment needed for our job.

Remember: the I.T.F. is dedicated to a new task, difficult and huge. We can only achieve success with your help.

*Congress adjourned at 12.55 p.m.*



# Tuesday, 29th July, 1958

## Morning Session

**The President** (opening the session at 9 a.m.): We now continue **Agenda Item 9: Regional Activities**, and I call upon Bro. Oca to open the discussion.

**R. Oca** (Philippine Transport Workers' Organization): First of all I would like to tell my friends from the less fortunate countries of the world what a truly great organization the I.T.F. is. It is strong, militant and ready to give a helping hand to all of us, but let us not think for a minute that it is going to do everything for us. Whatever we expect to do in our own part of the world must be done by our own organizations.

Our organization is not as big as others represented here, but what inspires us in our struggle for the betterment of our members is the knowledge that we have the I.T.F. behind us. I would like to quote an example of when we had to fight 23 shipping lines back home. They are well organized and well financed, and because our organization is financially very weak we had to ask the help of the I.T.F. I would like to tell you that they did not hesitate an instant to give us that help.

The I.T.F. regional representatives from Asia, Latin America and Africa all made references to educational programmes. I fully agree with them when they say that such programmes should be organized on the national and not the international level. I feel too that if proper representations were made to the I.C.F.T.U. we should be able to make more use of the Asian Trade Union College in Calcutta. In the Philippines we have our union labour education centre which is financed jointly by the U.S. and Philippines governments. We also intend to develop an even larger centre in order to give trade union educational opportunities not only to our own Philippine workers but to our brothers throughout the whole of Asia.

Another suggestion I would make concerns the formation of I.T.F. regional committees. These committees would meet from time to time in order to study the special problems facing us in the regions and to make recommendations on them to the Executive Committee.

Finally, I would like to say a few words to my fellow delegates from the more developed countries of the world. The fight that we are carrying on in the regions is not ours alone. You too have a stake in it. That is why I would emphasize the following statement made by Bro. Becu in the Report on Activities: "Eventually no doubt we can hope that activities in the regions will be placed on a self-supporting basis. In the meantime we are confident affiliates in the more advanced regions will continue to make the necessary financial sacrifices and to respond to appeals made to the I.T.F. in this connection." On behalf of all trade unionists in Asia, Africa and Latin America, I would ask you not to hesitate to give whatever you can in order that the I.T.F. can continue its fight in the regions more effectively.

**M. Makinde** (Nigerian Association of Locomotive Drivers): I have been delegated to thank this assembly for enabling a delegate from Nigeria to be present for I am not ashamed to mention that this has been made possible by the I.T.F. It is a gesture of cooperation which we highly appreciate.

Nigeria today is a country in which trade unionism still has to develop. It is divided into three regions: northern, eastern and western. The most backward so far as trade unionism is concerned is the northern region. In the east and the west we are already a little more advanced. It was a great pleasure for me when I learned that the I.T.F. is to open a regional office and that we will now have both the I.T.F. and the I.C.F.T.U. operating in our country. It is the desire of the unions which I represent here that these two offices should coordinate their activities.

If trade union schools are established by the I.T.F., it would be much appreciated if one could be operated in Nigeria. There are many among our workers who do not understand what is meant by affiliation with an international trade union body. When I was travelling through my country on my way to this Congress, I found that many were asking themselves what is this man going to do, what is meant by affiliation to the I.T.F., and what does the I.T.F. itself stand for? Of course, I answered these questions, but I feel that such lack of knowledge could be overcome if the I.T.F. stepped up its publicity activities in our area.

**J. Knight** (Grenada Seamen & Waterfront Workers' Union): The I.T.F. must show the world that it is a positive organization capable of concrete action, both on routine matters and in emergency situations. Personally, rather than deal with regional activities in the period which has just passed I would prefer to emphasize the future. Regional development is one of the main preoccupations of the I.T.F. and that is why it will be the principal subject of discussion at this Congress with the object of reviewing what has been achieved to date and making plans for the future. The Secretariat is our instrument for carrying out that policy and we have to consider plans for expanding and developing it so that it can deal effectively with the problems which will face us in the next ten years. We cannot therefore be satisfied with the staff which we have at present; we need a staff equipped for the problems of 1968.

You cannot plan for the future in a changing world unless you bear in mind that the politics of any country today have passed from the hands of a privileged few to those of the common man. Is the common man prepared to assume that new responsibility? Is he willing to take responsibility for decisions at national level? Surely, my friends, the answer is plain to see. You must develop a strong trade union movement to guide and direct the forces of the working class.

The underdeveloped territories are now becoming industrialized and in time they might perhaps become commercial competitors of the great European nations. We should not forget this as trade unionists. There are now shipping lines, for example, between the territories of the West Indies and those European nations. Therefore we have to think in terms of one world.

The I.T.F. is serving us to a very great extent in the Caribbean area. You were good enough to send an adviser to the last regional conference held in Trinidad and, as a result, certain recommendations were made which affect the maritime world. In the West Indies you have seafarers of many nationalities serving on a common basis, and I would like this Congress to note the support given by the I.T.F. to the workers of the West Indies in their efforts to show the world that it is possible for peoples of different races to live and work together.

**A. Bono** (Argentine Locomotivemen's Union, "La Fraternidad"): I would like to underline at this Congress the fact that during the past two years the I.T.F. regional office in Mexico has done excellent work in taking up a task which the I.T.F. has not been able to do for many years. You will recall that for a long time we lived under a dictatorship and it was therefore impossible for us to maintain international links. However, now that the regional office exists in Mexico, we in South America have been able to keep regular contact with our international trade secretariat.

We have had our disappointments and failures in Latin America—largely owing to successful Communist infiltration. As a result there has been a certain distrust of our movement abroad, particularly on the part of the I.C.F.T.U. Visitors from abroad have often been upset by what they found. In this connection, I would like to support what Bro. Becu says that there is often no point in sending delegations to underdeveloped countries who are unable to assess or appreciate conditions which they find there. Many of them come from a quite different milieu and are used to a completely different way of life. Very often too, they do not understand Spanish and we therefore have to talk with them at second hand through interpreters. As a result a certain amount of confusion has been caused and to some extent this is also true of the activities of the I.C.F.T.U.'s Latin American regional organization.

With the I.T.F. the position is quite different. It has succeeded in winning the confidence and respect even of those who are not affiliated with it. In fact I would be failing in my duty if I did not make it quite clear that our Federation, in contrast to other international organizations, has performed a really remarkable job of pioneering. A good example of that is provided by the case of the Argentine shipyard workers who were given real assistance and good advice during their conflict despite the fact that they were not members of the I.T.F.

The biggest problem we are facing in the Argentine today is the attempt which is being made to infringe our trade union independence. We would be grateful if the I.T.F. would support our democratic organizations in their very difficult situation and would take steps to forestall any tendencies towards future dictatorship.

The situation of our railways is also causing grave concern. The industry was taken over from foreign ownership under very difficult circumstances and as a result is now working with a very large deficit. Unless it is put on a sound basis again, our railwaymen may lose the gains they have won over the past fifty or sixty years. In addition the

industry is being strongly affected by mechanization as in other countries. We realize that these problems will have to be overcome by our own railway trade union, but it would be helpful if we could be supplied with a detailed report on the way in which railwaymen may be affected by mechanization and rationalization. Problems like this have been with us for a long time, but they have had to be neglected because of the priority given to the struggle for political freedom.

I am thinking here also of the question of transport coordination. As a result of our geographical situation, our conditions are different from those of Europe. That is why we would like the I.T.F. regional office to draw up a study of the coordination question as it affects Latin America.

**F. Pomar** (Cuban National Federation of Transport Workers): Yesterday we listened very closely to the encouraging words of our General Secretary. We took particular note of his remarks that the transport workers of Latin America, Africa and Asia would have to work even harder if they were not to appear at future I.T.F. Congresses simply to ask for assistance. I am proud to be able to say that we in Latin America have already made a start on this. In fact, the best evidence of that is the fact that so many countries from our Continent are represented at this Congress and are prepared to work for the Federation in the period lying before us.

In our opinion the I.C.F.T.U.'s regional activities have been nowhere near as successful as those of the I.T.F. This fact is generally recognized throughout Latin America and to a very large extent that is due to Bro. Becu, who has done so much to spur us on to greater effort. After only a year and a half, we can already claim that the I.T.F. has almost half a million members in Latin America and by the next congress we are sure that that figure will have been doubled.

You have already heard from the report given by Bro. Martinez of the multiplicity of problems facing us in South America. Nevertheless we are already beginning to overcome them. In my own country, Cuba, for example, we have just created a unified trade union organization which we believe is going to work more effectively than ever before. Having overcome the division within our own ranks, we can assure our colleagues of the I.T.F. that we will work closely together with them in the regional field to ensure that the I.T.F. is represented in Latin America in a manner befitting that great continent. We are not here as beggars; we are here to demonstrate how important the work of the I.T.F. is to us. At the same time we believe that everything should be done to reduce the cost of that work; for example, we feel that the regional activities of the I.T.F. and the I.C.F.T.U. should be coordinated and thus cut out expensive duplication.

In conclusion may I express the hope that the joint efforts made by the existing Latin American affiliates will encourage many other organizations to become members of the I.T.F. and play their full part in its work.

**J. D. Randeri** (Maritime Union of India): The Report on Activities shows that our regional officers have done all that could be done with

the limited resources available. The Tokyo Office has achieved very good results in spite of inadequate staff and the language problem. But we have hardly touched the fringe of the problem and there is no doubt that the main job will have to be done by the unions in our region.

There are some very good local unions in our country but the national centres are too politically dominated. India is a vast country and has its Five Year Plan to build up its industries—and that includes the transport industry. I think that India is the key to the building up of free and democratic trade unionism in Asia. With an ever-expanding economy and population, we have a vast potential labour force and for that reason there is tremendous scope for trade union work. Unfortunately there is a great deal of unemployment; it is for example no secret that about 45,000 of our seamen are today sailing under foreign flags. Many of them are on Panlibhonco ships, where the wages are about a third of those paid in advanced maritime countries. In fact I feel that the problem of improving those conditions is as important as that of Panlibhonco shipping itself. If there is a recession in shipping, seamen working under such conditions will offer a real threat to those of western maritime countries. That is why it is in our interest to help organize the seamen of Asia as well as the workers in the new Asian industries.

We have been talking for many years about regional activities, but what is the actual position? There used to be an I.T.F. office in India but we closed it down and now have one in Tokyo. Three other I.T.S.'s also have offices in Tokyo but there are none in Bombay or even in Singapore, which is more centrally situated. There would be a further advantage in locating such an office in the area between Singapore and Bombay for English is the main language there.

In any case, wherever the office is situated it is not enough to have just a skeleton staff. We shall need experts to do research work, advise on collective bargaining, render assistance at arbitration proceedings, etc. We will not be able to do much useful work unless we double our staff and our finances. A lot of unions have contributed generously to our regional activities. While duly acknowledging that help, I feel that unless we have sufficient money to plan for the next five years, we will not be able to do much. An organization like the I.T.F. should not have to work on a hand-to-mouth basis. It must have a regular and stable income even if this means introducing special assessments to provide for regional work.

As suggested by Becu and Oldenbroek, our activities in this field should be coordinated so as to achieve the best results. The time to organize our workers is now. Our unions are prepared to play their role in building a free and democratic labour movement. All we ask for is guidance from the I.T.F. so that we do not repeat the mistakes you made in the early stages of building up your now powerful unions. The well-organized of the I.T.F.'s family must help the unorganized, for the trade union movement can provide safeguards against poverty and oppression. Sound principles are like sound pillars on which that

movement can be built. Let us all give the I.T.F. a hand in doing its work, for given the tools, I am sure it can do the job and do it well.

**J. D. Akumu** (Kenya transport workers' unions): I come to the rostrum again because I would like to emphasize the necessity for intensifying I.T.F. activities in Africa. We have not yet been told whether we are giving up North Africa to the Communists. All we know is that there has been Communist infiltration and that they are already dominating the Arab Federation of Labour. That is a threat to those who are building a free trade union movement in East and Central Africa. For this reason I believe that we should if possible open an office in North Africa and try to organize the workers there before the Communists make any further progress.

In Africa, one of the main problems facing our organizations is racialism and the existence of that problem is being used against the free world by those who are interested in destroying it. Therefore, if we take quick action to eradicate racial discrimination, we shall not only be fighting a battle for ourselves but will be helping to save the free world.

We are all glad that our General Secretary was able to visit us and is so conversant with African problems. He knows, as he said here yesterday, that in some places people are not sure where their next meal is coming from. I would add that in my own town, there are about thirty thousand workers who don't even know where they are going to sleep every evening.

In Africa we have many battles to fight—both against the enemies of freedom and against poverty. But we also have to struggle against ignorance and that is why I feel that more should be done in the field of education. There is a need not only for more regional offices but also for regular visits by experienced trade unionists, because contact with such people would contribute a great deal towards helping us to build responsible unions.

**S. de A. Pequeno** (Brazilian National Confederation of Land Transport Workers): As far as the I.T.F. is concerned the trade union movement in Latin America has without any doubt made progress during the last two years. Although the Report on Activities states that this progress is only relative, we ourselves consider it to be very satisfactory. It must be borne in mind that we have suffered under a number of dictatorships during the last few years. We have had such a regime, for example, in my own country, Brazil, and also those established in Peru, Argentina, Venezuela and Colombia. All these totalitarian governments adopted a policy of repressing the trade union movement and it was often necessary for the I.T.F. and the I.C.F.T.U. to assist colleagues who were deprived of their freedom and livelihood. We are deeply grateful for that support.

I would like my friends from other parts of the world to remember these facts when they read that only relatively satisfactory advances have been made. It was impossible for us to make any real progress so long as there was no trade union freedom and no possibility of

training leaders for the movement. It must be remembered that we have not had the same experience as our North American and Canadian friends, not to mention our European friends. Nevertheless, we have high hopes that we will be able to create a true trade union spirit throughout the whole of our continent which will enable our movement and its leaders to work in freedom and independence.

The question arises, of course, as to what can be done to help trade unionists who have been used to living under totalitarian regimes to make even greater efforts. We Latin Americans do not lack courage, but we are lacking the essential prerequisites for successful organizing activities. We have a shortage of capable leaders. We lack education in trade unionism and an appreciation of the true trade union spirit of all for one and one for all. That is why, when I made my first statement before this Congress, I asked that the I.T.F. together with O.R.I.T. should try to organize a greater number of trade union schools and training courses in the countries of our region. As a member of the Executive Committee, I know that this sort of thing costs money. I know, too, that it takes time if you are going to organize something that will be really effective. Nevertheless, I think it is essential that we should tackle this task of educating the workers because otherwise we will not be making a really decisive contribution towards the creation of a world-wide free trade union movement.

I would also request the support of Congress when we come to discuss the draft resolution drawn up by all Latin American organizations represented here, requesting the creation of a regional organization for our area under I.T.F. auspices. By so doing you will be helping us to build up a strong and united Latin American trade union movement based on the principles of the I.T.F.

**The President:** Since the written report of the Special Committee on affiliation fees is not available, we will proceed to **Item 10: Coordination and Integration of European Transport.** I call upon Bro. Imhof to introduce this.<sup>1</sup>

**H. Imhof** (Section Secretary): In the autumn of 1955 an I.T.F. Inland Transport Conference attended by representatives of the Railwaymen's, Inland Waterways' and Road Transport Workers' Section recommended that a group of experts from affiliated organizations should be entrusted with the task of drawing up a report on transport problems. That recommendation was approved by the Executive Committee and four affiliates thereafter indicated their willingness to place their economic advisers at the disposal of the I.T.F. They were thus able to begin their work before the end of 1955.

A number of developments had preceded the 1955 decision and I would like briefly to refer to some of these. The problem of genuine cooperation between the rail, road and inland waterway industries has been discussed at national level for more than three decades, but it still remains unsolved. Quite simply the basic problem is that every trans-

<sup>1</sup>The report on this subject, "Transport Policy Problems at National and International Level", was printed and circulated to delegates and unions. Its length precludes its reproduction here.

port operation should be performed by that carrier which is most advantageous to the community from both an economic and a technical point of view. In order to attain that aim a number of prerequisites which are very difficult to achieve are essential. Each form of transport must bear its own track costs; taxation must be non-discriminatory; social conditions should be brought into alignment; tasks imposed on the industry for economic or political reasons should be compensated for; both direct and indirect subsidies should be eliminated.

Discussions on the subject in the Railwaymen's and Road Transport Workers' Sections led during the war to the creation of an I.T.F. European Transport Committee. On the instruction of the Management Committee it drew up a memorandum in which the basic trade union tasks in the transport field during the post-war period were formulated. They culminated in the demand for uniform measures of coordination in the various countries and for the setting-up of a European Transport Authority.

Since then this problem has occupied the attention of every I.T.F. Congress and led to the decision that an Experts' Committee should collate the findings of I.T.F. work in this field in a trade union report based on scientific principles. Hand in hand with this work on the general problem of coordination went efforts aimed at coordination and integration of European transport. And here we can point with justifiable pride to the fact that for decades the I.T.F. has advocated the economic unification of Europe and particularly the unification of its transport system. An I.T.F. Congress passed a resolution on this subject as long ago as 1924, and shortly after that Edo Fimmen wrote a pamphlet with the significant title: "United States of Europe or Europe Incorporated?" The problem was posed in even more concrete form in the war-time memorandum to which I have already referred. It considered the economic unification of Europe and appropriate integration measures in the transport field as a condition *sine qua non* for the viability of Europe.

All these earlier developments had to be taken in account by our Transport Advisory Committee when it began its work. In order to test the reaction of the I.T.F. Congress to the general tenor of the report, a first draft dealing with the coordination of goods transport was submitted to it at Vienna. The draft was approved and supplemented by a detailed resolution on the problems of European transport integration. The way was now clear for the Committee to continue with its task.

Our report consists of three sections: The first is concerned with the problems of coordinating inland transport; the second with special problems of coordination; and the third with problems arising out of the integration of the European transport industry. By its very nature the first section differs from the others. In it we not only detail the most important problems in the field of coordination but propose solutions for them based upon a fundamental concept. This latter presupposes controlled competition between the various means of transport with tariff policy taking account of, on the one hand, costs and, on the other, market conditions. The two remaining sections confine them-



selves to detailing individual problems. In other words, the first section can to some extent be considered as a key to the solution of the questions dealt with in Sections 2 and 3.

It is significant that the Committee concentrated most of its efforts on this first section. It was here that we found the greatest difficulty in reaching agreement. Some of our formulations are therefore the result of majority decisions. We could, of course, have got round the difficulties by simply avoiding points of contention or by including the conflicting views in the report. However, I am of the opinion that we could not have done that without skimming our job. We would prefer to leave this type of shying away from problems to the official organizations. We had adopted a basic line and it was the task of our Committee to ensure that the signals along that line were set at green and that our train was not shunted on to a side track. We have been asked why the Committee did not base itself on nationalization of the entire transport industry, the argument being that effective coordination is only possible if there is uniform ownership of the individual means of transport. Nevertheless the Committee did not deal with this aspect, because it did not feel that its task was to formulate a political programme. Nationalization in itself offers no solution to the problems of transport. To do that it would have to be coupled with a planned transport policy. In such a case, the transport user would be restricted in his choice since strict planning of investments would ensure that the available transport capacity was fully utilized.

— The number of problems connected with it and the fact that the question of nationalization must be decided at the political level decided our Committee against dealing with this aspect. It preferred to base itself on conditions as they exist in the majority of democratic countries and consider the question of coordination within the framework of a competitive economy.

I would like to make a further point. A prime prerequisite for coordination is the elimination of distortions of competition which to-day are very prevalent. However, I will confine myself here to the question of track costs.

The railways have their own permanent way and have to bear the cost of it themselves. Roads and canals, on the other hand, are financed and maintained out of public resources. Additionally, in contrast to the railways, roads and waterways are not available to only a single category of users. On the roads, for example, we have in addition to the road transport industry itself, transport for own account and personal transport. Canals and rivers serve not only shipping but also the power and agricultural industries. It is therefore very difficult to allot to each form of transport the actual costs arising out of its own existence and activity. In our report, we stipulate that every carrier should bear current costs, the financing of new infra-structures, interest on capital and its share of the cost of maintaining a system of traffic police. We do mention, however, the possibility that all forms of transport could be relieved to some extent of the burden of track costs if these were taken over by the community. Personally, I am of the

opinion that this second alternative has more significance in connection with coordination than the principle of economic self-sufficiency which is associated with the almost insoluble problem of calculating the share of track costs to be borne by individual forms of transport.

Also of great importance in any equalization of competition are labour costs and conditions. These vary considerably, due partly to the lack of appropriate legal or contractual stipulations and also to the absence of effective supervision.

In our report we refer to two I.L.O. resolutions, that concerning labour problems arising out of coordination of transport of 1951 and that on labour supervision in road transport of 1957. We are of the opinion that a great deal of use should be made of these two international agreements. After all, they were not drawn up to be printed and then forgotten, but to protect the worker against exploitation — if necessary in spite of himself.

A further word about tariff policy, the subject which gave us the greatest difficulty. In our basic principles, we state that there should be no legally-established parity between the tariff rates of the various branches of transport. Rather the responsible bodies in each transport sector should lay down maximum and minimum rates which would be applicable to all undertakings operating in that sector. Such rates would have to be officially approved and published, and would have to satisfy the principle of economic self-sufficiency. Special agreements would only be permitted during the interim period. Approval of them should be obligatory but they need not be published.

With these few remarks, I will leave the first section of the report. Like the members of the Experts' Committee, probably no affiliated union will be able to say that it completely agrees with it. Each will have its reservations on this or that point. However, I nevertheless believe that in this section we have succeeded in arriving at a kind of "doctrinal unity" upon which the individual organizations can build.

In the second section we are concerned with problems which do not fall under the heading of inland transport, but also do not belong to the third section on integration. There is, for example, urban transport with its congested roads and high accident rate, or civil aviation which we believe should be rapidly developed but not at the expense of the traditional forms of transport which will still be necessary in the years to come. Then there is coastal shipping, which we have only touched upon in its relationship to inland transport. It is possible that this problem will become topical sooner than is expected, particularly once the Free Trade Area is created. Finally, in discussing the problem of sea ports, we have concentrated our attention on the North Sea and Channel ports but without going into some of the rather delicate problems on which there were at least two if not three separate opinions even among our experts.

In the third section we turn to the problems both general and specific, which arise for transport workers out of the Treaty establishing the European Economic Community. Here we are on very uncertain

ground. The stipulations concerning transport contained in the treaty are far from clear. A single example will be sufficient to demonstrate this.

At the beginning of July, I read two reports. The first was by the President of the International Union of Inland Waterways, the second by a German expert in the inland shipping field. According to the former, the treaty provides that transport should be subordinated to the rest of industry and should adapt itself to their needs. The latter explains that the treaty does not consider transport simply as a technical instrument for the economy but, on the contrary, recognizes its self-sufficiency.

This shows how difficult it is to interpret the treaty and in view of this it is rather surprising that the responsible bodies of the European Economic Community are not trying to simplify the issues but seem to be making them as complicated as possible. I need only point to the fact that the E.E.C. is proposing to create its own transport department, although such a department covering exactly the same treaty area already exists within the European Coal and Steel Community.

Nevertheless, I think that despite these difficulties the I.T.F. can claim that this section provides the trade unions of the Six with valuable guidance for their tasks within the framework of the Treaty. The instrument for carrying out that work has also been made available. On May 27th in Luxembourg, a special coordinating committee of I.T.F. unions was created with the task of making joint proposals on transport problems within the E.E.C. In view of our very unsatisfactory representation within the organs of the Community, this cooperation assumes even greater significance.

In the Commission there is not a single trade union representative, whilst in the Economic and Social Committee all trade union tendencies together have been given 35 seats out of 101. Of those only one is occupied by a representative of the transport workers. The prospects of obtaining a voice in other committees are also not very bright. Under such circumstances it is rather difficult to see how there can be harmonious collaboration between the transport workers' unions and the E.E.C.

In the 150 pages of our report, there are a number of points which still need a certain amount of editing and polishing. The same applies to certain technical inconsistencies and problems of terminology in the various languages. These can be settled by the Secretariat. Then, however, we come to the big question; should the report be materially modified or extended? I would like to advise you against that. I think the time has now come to finish our work, for the making of this report has placed an unusually heavy burden on both the I.T.F. and the experts. Our Executive Committee and numerous meetings of section committees and sectional conferences have had to work on drafts of the report. Our translators, too, have had no easy time.

We have provided affiliated unions with a document which certainly does not solve all the problems, but nevertheless gives them a valuable tool for doing so at both the national and international levels.

Nor is a great part of the report applicable only to Europe. The problems dealt with exist throughout the free world wherever there is a competitive economy. I ask you to accept the report.

**The President:** I would like to thank Bro. Imhof for his remarks. The discussion on the report is now open. The first speaker will be Bro. Laan of the Netherlands.

**R. Laan, Jr.** (Netherlands Inland Transport Workers' Union): On behalf of my organization I would like to thank the experts and especially Bro. Imhof for the difficult task which they have so successfully carried through. The I.T.F. can be proud of the document they have produced. We have come a long way in our movement. We have progressed from having to concentrate all our efforts on getting a penny more in wages, a half hour less overtime or a reduction in daily working hours from 14 to 13 to the point where at this Congress we find ourselves dealing with a report of such magnitude. I am sure that when reading through it many of our colleagues must have said to themselves: "This is a job which has been done by experts." It deals with licensing, concessions and investment policy; with the vital questions of profitability and economic self-sufficiency; with the way in which these three branches of transport can be coordinated. And in the final analysis, it is concerned with how the workers whom we represent can benefit from transport coordination and future integration measures.

Bro. Imhof has already drawn attention to the fact that views on many of the problems dealt with differ from country to country and from union to union. However, I think that the really important thing for us is that the I.T.F. has succeeded in drawing up such a significant report as soon as this. Of course, that does not mean that we have found the solution to transport problems which have grown up over a period of decades. We must all realize that a great deal of work will still be necessary before we achieve coordination in practice.

I could make a number of proposals on behalf of my organization but I do not intend to do so. As you know, there was a conference of the three sections held in London in April. At it representatives of the sections had the opportunity of a further exchange of views on a number of basic principles. In consequence certain sections of the report were modified and in addition several completely new chapters were added.

Personally I would have preferred to see the chapter on competition between seaports included in the section dealing with integration problems. There was no opportunity of discussing this question at the London conference and we had hoped that it could be done at a later stage. Unfortunately there was no time. Therefore I would like to suggest that Congress adopt a resolution drawing attention to what is said in the report and also to what still remains to be done. This would leave open the possibility of further discussion on certain points.

Perhaps I could also make a few general remarks concerning procedure. When the Committee first started its work, it was given the task of finding a basic concept for coordination on an all-European basis.

However, at the beginning of this year, the European Economic Community was created, and as a result the Committee also began dealing with the special problems arising out of this unification of the six countries. There is thus just the possibility that we may lose sight of the original task which we set ourselves—that of working on behalf of the entire area represented within the I.T.F.

Therefore I would propose that this Congress agree that, with the presentation of its report, the Committee has now completed its work and we now have to decide on where we go from here. Certain sections of the report dealing with European integration also have relevance to other fields. I am thinking, for instance, of the relationship between the Six and other European countries within the framework of the Free Trade Area. I would suggest to the Executive Committee that in any future consideration of these problems, we should continue to make use of experts from our own unions, bearing in mind, however, that other areas than the European Economic Community may be involved. For example, we may find that we will have to ask the Scandinavian organizations to place their economic advisers at our disposal, and it may also be necessary to bring in the regional organizations already set up or to be created in the near future. In this connection I would express our satisfaction that in recent months it has been possible to bring about cooperation between the transport workers of the E.E.C. countries.

Finally, I would recommend that the I.T.F. should work very closely with both the European Transport Committee and the I.C.F.T.U. European Regional Organization on these problems of coordination and integration, and that the need for collaboration with the transport workers of the Free Trade Area should also not be lost sight of. I would also strongly emphasize that our unions must insist on being granted proper representation in all official bodies concerned with transport problems.

If the Congress would set out all these points in a resolution, we feel that the experts' report could serve as a very useful basis for constructive work in the future.

**R. Lapeyre** (French Public Works and Transport Federation): On behalf of the French delegation I would like to support Bro. Laan's remarks on the importance of this report. In his introduction Bro. Imhof said that the report could be criticized. That is, of course, true, but the amendments which are necessary are of no great significance. I would point out, however, that the description of French tariff policy is not quite correct and that it might be a good idea to redraft this particular section. The French delegation is ready to help the Secretariat with this. Perhaps I should also mention another minor point. In France we are particularly attached to the idea of freight offices and we would like this to be taken into account in the discussion.

This report represents a realistic compromise between liberal economic theories and planning. In our opinion, however, it lays too great a stress on the principle of economic self-sufficiency. It is true that as trade unions we should not neglect this aspect but I would nevertheless point out that our principal aim is to raise the living standards

of the workers and to improve their social conditions. In other words, we believe that profitability should not be the decisive factor in a transport undertaking. It is a fact that sometimes economic self-sufficiency can be won only at too great a cost to the community. I am thinking here, for example, of urban transport.

It is essential that I.T.F. policy should aim at a complete coordination of all forms of transport. Passenger and goods transport should operate to the advantage of the entire economy and not simply for that of a particular transport undertaking. It is, for example, rather strange that although one can travel to Amsterdam with these excellent T.E.E. trains, there seems to be a complete lack of coordination with the air transport industry. There are excellent railway services between, for example, Paris and Brussels and Paris and Strasbourg. On the other hand, connections with the smaller towns are very bad indeed. If there were real coordination between rail and air transport, both the community as a whole and the local populations in such towns would be benefited.

Finally, I would like to make a remark of a rather general nature and combine this with a criticism of the report's conclusions. Firstly, I would like to suggest that the title of the report is incorrect. It refers to national and international transport problems but in reality the report deals only with European problems. Therefore the title should be altered. It is also not correct when the document states that the same problems will arise with only differences of degree in other regions. This remark certainly does not apply to the new countries of Latin America and Africa. In such countries the problem is not one of coordination because there is still not sufficient transport equipment. Everything is still in the construction stage and it is rather a question of choosing the means of transport—rail, road or air—most fitted to deal with the available traffic. Very often, too, there is a complete lack of proper roads and this is an aspect which has been overlooked in the present report. Nor should we lose sight of the problem of pipelines. Perhaps I should add in this connection that we were very astonished to hear Bro. Oldenbroek's views on the events in the Middle East, when he stated that these were the results not of political problems but of economic and social problems—almost as if he meant that all that was necessary was to provide these peoples with a normal standard of living. That is a thesis which we can hardly support. In the Middle East, we are faced—as the General Secretary rightly pointed out—with a problem of malnutrition, but there is also a problem involving oil and oil transport. We were almost dragged into a new world war over the transport of oil and the safeguard of the pipelines. Therefore, I think that the I.T.F. would be well advised to continue its studies and to draw up a truly international transport policy. By so doing, we would be making a modest but nevertheless important contribution to the maintenance of peace.

*The President then asked Congress whether it approved the composition of the General Council as proposed in document XXV. C-12. Following the unanimous adoption of this document, the President adjourned the Congress.*

# Wednesday, 30th July, 1958

## Morning Session

*The President opened the session at 10 a.m.*

**K. Kühne** (German Transport and Public Service Workers' Union): My union feels that this report constitutes a valuable contribution to the work of trade unions, whatever their county, on transport policy and that in many respects it will also be useful to them in their purely trade union functions. To start with, this is the first time that trade unions have made a substantial and direct contribution to the study of transport economics; as such it opens the way for further studies and marks off the field of transport policy and economic problems to which the trade union movement should give its attention. In the second place, it is the first time that railwaymen's, road transport, inland navigation and civil aviation workers' unions have presented a comprehensive and united viewpoint on these problems. Certainly the result must have a certain air of compromise about it, but to my mind that might be the strength of this report, for precisely because it represents the joint effort of different unions from different branches of the transport industry it offers a good basis for discussion at national level. Previously when we in the unions had to discuss this or that problem of transport policy with the government or the employers, we were always up against the difficulty that different unions had different opinions. Now, for the first time, we have in the report before us what can be regarded as a common policy. Another important thing about the report is that it contains a great deal of data which can be put to use in discussions with governments and employers. Finally, it is the first comprehensive summary of the problem of integration of European transport and I think it is not without significance that it should have been the unions in the I.T.F. who accomplished it.

Yet it is something of a paradox that although the unions have given most thought to this question they have been excluded from official discussions within the Common Market and only one of our colleagues is on the Economic and Social Committee. We should point out here to the public and governments alike how odd it is that those who have made the largest contribution should be given such few opportunities to take part in the practical work of the European Economic Community. We must see what we can do to put right these deficiencies on the E.E.C. Transport Committees and Economic and Social Committee, and Congress should express the necessity for this in any position it adopts.

Yesterday Bro. Lapeyre said that the title of the report was not altogether apt since the report really dealt with European problems and not international transport problems as such. He is right. However, I would not like to say just how far an amendment is called for. This document with its apparently inappropriate title can be applied for the solution of similar problems in other parts of the world. Thus in effect

it does constitute an international programme and this is particularly true of the first part on questions of coordination which are in no way specifically European.

The Executive Committee of my union has considered the report and sent the General Secretary a detailed memorandum enumerating a large number of what we feel are inconsistencies or points of difficulty in the report. I do not want to go into details here, only to express the hope that some of these points will be given due consideration. We feel that in its essentials the study should be regarded as completed, but we ought to acknowledge that the problems of integration are going to develop continuously in the coming years. I am convinced that this might in the future give us cause to expand and revise the report on integration and I doubt whether this could be confined to the six countries only, for one development of particular importance to the I.T.F. is that of a free trade area, something which in the present state of affairs could not be gone into more closely in the report. This is all the more significant for the fact that not only would a number of further countries—such as Austria, Britain and the Scandinavian countries—be affected but also some I.T.F. Sections which have not been much affected so far. It will apply to the dockers in the free trade area, to the seafarers, particularly in the coastal trades, to sections of the inland navigation industry so far unaffected, and to civil aviation, for the moment excluded from the economic community. The problems will grow with the coming of a free trade area and they will have to be considered. I do not want to enlarge on the question of creating new regional bodies in the face of these developments but I think the point should at least be mentioned.

Now just a few points on the report itself. One of the things to emerge from this report is that the prevailing policies dictating the regulation of transport in quite a number of countries have the effect of putting road transport and inland navigation in a sort of artificial strait-jacket, particularly in long-haul transport. In the realm of national policy this has led to a proliferation of small undertakings. As for the unions, the industrial structure and the fact that further concerns can sprout in that sort of economic climate, have meant that our colleagues in road transport, and perhaps also in the no less fragmented inland navigation industry, are not always able to extract in wages and working conditions what they could get from industries with a sensible structure. Moreover it is not possible for unions to organize properly those in very small firms, often only operating one small truck and employing only a few workers. Our task in the unions is to bring about the implementation of transport policies promoting a sensible industrial structure in which artificial restrictions are kept to the minimum. That is one of the conclusions to be drawn from this report.

Now yesterday our French friend said that perhaps the report had dwelt rather too much on individual branches of the industry and the economy. Well, perhaps the report gives that impression, but I believe that it is worth while for the unions to turn their attention to these problems of branches of the industry. Nevertheless, one cannot proceed



only on the basis of profitability or what the firms in the various branches earn. For example, even where in some cases unions have helped to overcome difficulties stemming from transport policy and so make improvements in one or other sector possible, employers have been very reluctant to enter into proper negotiations for collective agreements with appropriately improved conditions. It is also often the case that a sector which is in a relatively better position is only so because certain of its burdens are taken over by the community—and at this point I should like to take up the question of urban short-distance transport. It was said yesterday that undertakings often take the attitude that their business must be profitable before they can offer anything to their workers and that they, the undertakings, in many cases overlooked the fact that tram or urban railway concerns could become economically viable without incurring much more expense on the part of the community if only they worked on the basis of a deficit. In other words, it would often be better for the community if fares were not pushed so high that people bought their own means of transport and if instead this question was not looked at just from the aspect of profitability but from the point of view of the community's interests and the real purposes of transport policy. The argument runs that it is sometimes better not to lay too much stress on economic self-sufficiency but rather to say that self-sufficiency is something which the workers have also to pay for and that the public would have to pay much more if they had to give the undertakings a measure of compensation for their economic burdens.

As for tariff policies, we feel that these have been happily formulated in that they give both the railways and road transport possibilities of cooperation and alignment rather than requiring a continual struggle for self-preservation. They make it possible for both to justify their existence and prevent them from making life difficult through aggressive tariffs or reciprocal undercutting, acts which undermine the workers' living.

As I have already said, some points—such as those on civil aviation and the ports industry—have not been adequately dealt with in the report. I do not intend to go into these questions now but I should like to make one more general observation. I think the coordination section of the report is complete in itself but that on European economic integration has its gaps. In the former, the facts are stated and solutions indicated, but in the latter no real attempt at solutions has been made. I think that is a pity and I submit that we should now consider whether this deficiency will not call for a revision of this section in the future.

One last remark. The questions of employment and the economic situation over the whole of the transport sector are very important. In this report we have only been able to touch lightly on them and that is perhaps a pity. Today we are on something of a brink. I believe personally that capitalism is going to undergo some severe shocks in the coming years, perhaps even this year. The British government has recently expressed its fears for the future, the British unions are to draw their Government's attention to the fact that unemployment looks like

reaching the half-million mark, rail transport in my own country has dropped by twelve to fifteen per cent since the end of last year, trade in the ports has shrunk considerably, ships are being laid up. I mention these facts to drive home the seriousness of the position and to ask whether it would not be wise to have Congress say something about it in its resolution. It has always been our position that early action should be taken to avoid mass unemployment in transport and it is the duty of the international labour movement to call on the governments to do everything possible to prevent a new economic crisis which *laissez faire* doctrines could bring about. I have mentioned it here because it is one thing not mentioned in this report. I am convinced it is one of the most pressing points to consider in future discussions.

**J. Brannigan** (Scottish Horse and Motormen's Association): Point of order. The Standing Orders permits you, Mr. President, to limit the speakers if you think it desirable. In my opinion, we have had quite a number of speeches that covered points which many of us already knew from previous study of the report. I would say, with the greatest respect to former speakers, that it becomes a little boring to listen to too much repetition. We want our friends, especially from the underdeveloped countries, to express their points of view. We welcome their views but I think the speeches are unduly lengthy and they might be curtailed.

**H. Düby** (Swiss Railwaymen's Federation): I shall be very brief. We have been tackling these questions for many years, trying to reach a common approach to European transport integration and coordination, and today the I.T.F. has taken a further step towards it. The experts' report which we have before us is an excellent summary of our discussions over the years and although it represents a compromise, nothing but a compromise is possible if the views of the representatives from the various branches of the industry are to be brought together. I should like to thank the experts and the Secretariat for the excellent work they have done on this report and the thing that really pleases me about it is that the views of the railwaymen's and road transport workers' organizations are today much closer together than they were during the discussions ten or more years ago. This means that there is now a chance for the unions and the various types of carrier to find a form of constructive cooperation and I regard this as a positive contribution of the report.

Clearly, a uniform solution to the transport problems of all European or extra-European countries cannot be applied. Conditions in the various countries differ so much in matters such as tariff policies, social charges on the transport system, and competition between road and rail. Nevertheless this report gives the I.T.F.'s affiliates the chance to take up with their respective governments the question of transport policy and to press for an economic policy fair to each sector of the transport industry. We have taken note of the report, the Advisory Committee is available for any follow-up, and now we have to apply in the individual countries the basic principles which have been set down. We in the national unions must keep in touch with the experts

and the Secretariat and all that remains is for Congress to give the report its approval.

**S. Klinga** (Swedish Transport Workers' Union): Accepting the good advice of our British colleague, I shall speak very briefly.

The question of coordination and integration of European transport is a very complex one. We have been discussing this question for about 25 years. Various views have been offered and we have had lively discussions on them at many section conferences. The Scandinavian unions have on several occasions, voted against some of the suggested formulas.

On close examination of the report, we can say with pleasure that the experts and particularly the Secretariat have carefully taken our view into account. Though every suggestion in this report cannot be accepted by us without reservation—we may all have certain objections and conditions to lay down—I do feel that it represents a compromise solution. There are certain conclusions on which we can all agree, and thus I feel we should accept the present report.

**Ph. Seibert** (German Railwaymen's Union): I can say on behalf of the German Railwaymen's Union that we are quite happy with the first part of this report. Of course, there is an odd point or two on which one could differ but it is not Congress's job to discuss details, it is the experts'. We feel we can say that Part One forms a very good working basis for national unions and we are very pleased that the committee under the leadership of the Secretariat has managed to do such a good piece of work in quite a short time.

Now to the parts on integration. Part Three is not complete—time was too short to make it so—and some points which require further treatment have been left open. The transport workers' unions in the six Common Market countries have in recent weeks formed a committee—some of its members are here—whose job it will be to handle problems arising with the Common Market. We have set up an office in Brussels and we hope to ensure that Common Market transport problems are overcome smoothly. We want, indeed, to see a European transport market. We want to work in the closest cooperation with all West European countries and with the I.T.F. which has promised its support, to avoid conflicts between the Six and the other countries of the projected free trade area. We hope to obtain in the immediate future some benefit for all the workers engaged in the various sectors of the transport industry.

I want to thank the I.T.F. for the third part of the report and to ask the Executive and the Secretariat to see that suitable steps are taken to meet future problems in the Common Market and the free trade area. We want to feel sure that transport problems in all of Europe are to be solved in a way satisfactory to all parties.

**H. Imhof** (Section Secretary): I am glad that all the speakers are in basic agreement that the report as a whole should be considered as final. We shall consider the amendments which have been suggested here or earlier with a view to their possible incorporation in the report and we in the I.T.F. shall be grateful if Congress gives final approval to the

report in general. For our part, we want to express our thanks to the experts and their unions. Certainly final approval of the report would not leave us with nothing to do. In closing the debate on the Report on Activities, Brother Becu has pressed home how much work awaits us. We ought to prepare a commentary on the coordination report produced under the auspices of the Coal and Steel Community and state our position on the transport economic questions which are being discussed within the Conference of European Ministers of Transport and the United Nations Economic Commission for Europe. We ought to cultivate continually our co-operation with the I.L.O. on social questions. We must get through our section work—the basis of our activities. And in addition to all this there are the questions of the Common Market and the free trade area. The day before yesterday we had a talk with the head of the I.C.F.T.U.'s European Regional Office and he told us of the transport problems to be met in a free trade area. The I.T.F. and its affiliated unions will have to do their utmost to see that they are solved to the benefit of the workers.

Of course the report is a regional one, as was said: it is mainly concerned with Europe. But that does not mean we have to alter its title. The problems it deals with, particularly those of coordination, are not peculiar to Europe. I recently read a report in the American publication 'Railway Age' in which some American railway personalities gave their views on their country's transport problems and some of the things they had to say we could well have considered in this report. Allowing for differences of degree, the problems are universal in so far as they concern cooperation between the various sectors of the industry. The United Nations Economic Commission for Asia and the Far East has asked whether they could be sent a copy of the report. This shows that they want to know what our position is because the coordination problems they face are similar to those treated in the report.

In our report we have laid down a basis for handling questions in a spirit of fraternal and international cooperation. We can thus show our governments that we in the unions are in a position to discuss transport questions internationally and find international answers. We now have to show them too that we have the strength and influence to get implemented what we have conceived.

*Congress then approved unanimously the report on the coordination and integration of European transport.*

**The General Secretary:** I would like our four experts, Bros. Kühne, Seton, Mikkelsen and Gilbert, to come to the rostrum. I am sure that they must feel deeply satisfied that this extensive report which is the result of their work has now been adopted unanimously by Congress. But I do not think that we can pass to another item without thanking them most warmly for the splendid job they have done. When we started, we did not know where to find the competent people needed. We even discussed using experts outside the trade union movement but then we found them within our own ranks. I would say that we certainly could not have found anyone who could do a better job. I did not count the innumerable meetings they had and the compromises they

had to find. They have proved themselves to be wonderful economic experts.

We also must thank the four organizations which have willingly put the experts at our disposal without cost. They are: Bro. Gilbert's union—the French Public Transport Workers' Federation; Bro. Kühne's—the German Transport Workers' Union; Bro. Mikkelsen's—the German Railwaymen's Union; and Bro. Seton's—the Dutch Inland Transport Workers' Union. We have to include in our thanks the leaders and the organizations as a whole who have willingly allowed their experts to spend up to three-quarters of their time on this report.

I do not think we can pay too high a tribute to our friends. We cannot to any extent repay them for what they have done. I think all we can do is offer them a small present as a token of our great appreciation. It is not very much. They have used many pens and pencils at this work, so we are giving them new ones.

**The President:** I would now like to call upon Bro. Webber to present **Item 8 of the Agenda, Affiliation Fees.**

### **REPORT OF THE COMMITTEE ON AFFILIATION FEES**

The Committee appointed by Congress—with T. Yates in the Chair and W. J. P. Webber as Rapporteur—met on 26 and 28 July and unanimously decided to propose: "That the present method of assessing affiliation fees to the I.T.F. on the basis of a sliding scale should be discontinued and substituted by a contribution at a flat rate of 5d. per affiliated member."

In order that the effects of the proposal may be clearly assessed, the Committee decided to attach to its report a table indicating: (1) affiliation fees actually paid in 1957; (2) contributions to the Edo Fimmen Free Trade Union Fund; (3) contributions actually paid; (4) total of actual payments; (5) affiliation fees at a flat rate of 5d. per member.

In considering the financial position of the I.T.F., the Committee noted that the year 1956 closed with a substantial deficit but that, after the increase in affiliation fees by 15% decided by the Vienna Congress, the financial year 1957 ended with an excess of income over expenditure of about £4,000.

However, the Committee recognized that there is a great need for an expansion of the regional work of the I.T.F. in all parts of the world which would inevitably result in an increase of expenditure. Indeed, although the I.T.F. can count on an increasing number of new affiliations, the majority of these are bound to come from small and financially weak organizations who will have to be granted concessionary rates and will, therefore, not materially add to the income of the I.T.F.

The Committee felt that it would be a mistake to close the Edo Fimmen Fund, but that in future it should be financed: (a) by the allocation of monies from the I.T.F. General Fund in such a proportion as may be decided by the Executive Committee; and (b) by voluntary contributions which affiliated organizations may wish to make over and above the normal rate of affiliation fees.

The Committee is satisfied that the adoption of the proposal would mean a considerable advantage, for the I.T.F. would then have an assured income—apart from voluntary contributions—enabling it to plan its future activities.

The Committee decided to request the Executive Committee to examine the position of those organizations who at present pay fees at concessionary rates and it also expressed the view that future concessions should be made at a percentage of the normal rate rather than in the form of token payments.

**W. J. P. Webber** (British Transport Salaried Staffs' Association): After the very nice ceremony we just had, I want to talk about getting the money to pay for it.

I am happy to present the report of the Committee specially appointed to consider the resolution on affiliation fees, and I am more than happy that I can come to Congress with a unanimous decision. This unanimity is important, firstly, because the committee included representatives of the U.S., Germany and other organizations which will be most affected financially; secondly, it will ensure a stable future income which will be obligatory upon affiliates and not partially optional as it is now; and thirdly, because the report recognizes the justice of equal payment by affiliates.

The report is short and I think that is all the better, but the document attached to the report speaks far more eloquently than words. It shows the affiliation fees paid in 1957; the contributions for the Edo Fimmen Free Trade Union Fund payable voluntarily at the rate of £3 per 1,000; the contributions actually paid under that head; the total of the payments made; and what the liability will be if our proposal is accepted. I would like to draw Congress's attention to Col. 3 which shows that some unions paid nothing at all to the Fund, some paid less than the voluntary levy and some paid considerably more. It must be remembered that if in 1957 a special appeal was made, it may not be as great as an appeal in 1958. Possibly unions which did not pay in 1957 may pay in 1958. But the income on a voluntary basis is entirely speculative and we must ensure that plans can be made properly. Some unions have always been generous and I hope Congress will forgive me if I call special attention to the contribution made by the Railway Labor Executives' Association of America which has always been responsive. On page 4 you will see that their contribution was £11,452, which exceeded their affiliation fees of £8,711. They paid at the rate of £9 per 1,000 members, including 120,000 Canadian members. But for that generous contribution, there would have had to be a serious curtailment of work and indeed we would have ended 1957 with a heavy deficit.

The report also indicates that expenditures are likely to increase and that there is a need for an expansion of regional activities which has been universally recognized. On Monday we heard a brilliant speech from the General Secretary outlining the difficulties arising from the shortage of finance and staff, and speaker after speaker has endorsed

that view. No one has said that the I.T.F. has been extravagant and I would suggest there is none that dare say so. Now, even with the increased income anticipated as a result of the proposal, we shall only be scratching the surface of our international obligations.

Although the special voluntary levy will be abolished, the report recommends that the Edo Fimmen Free Trade Union Fund be retained because we believe that the very name Edo Fimmen has tremendous significance for our movement. We propose, therefore, that the Fund be financed by the allocation of the monies from the general fund in such proportion as may be decided from time to time by the Executive Committee. Furthermore, any organizations wishing to make a contribution on a voluntary basis over and above the 5d. per member may earmark such contributions for this Fund.

I would like to repeat that the Committee were unanimous in their view and that their proposals would be of tremendous advantage to the I.T.F. in that we shall be able to plan future activities on a basis of an assured income of more reasonable proportions.

Finally, the Committee recommends that the Executive Committee examine those organizations which presently pay on a concessionary basis with a view to the adoption of a percentage payment of the normal rate rather than token payments. We believe that if this report is adopted, it will mark a great step forward along the road we want to go and on behalf of the committee I heartily recommend it to Congress.

**F. Cousins** (British Transport and General Workers' Union): We will support the Committee's report. I feel I should comment on it to avoid giving a false picture of the proposed changes. It is wrong to assume that the mere alteration to a flat-rate payment of 5d. per member solves our problems. No one could argue against a flat-rate payment. No one could argue against the claim of some small unions that the large unions ought to pay their per capita proportion of the cost of operating the I.T.F. But this is not the question; the question is to get money for the I.T.F. to enable it to do its job.

I also remember the General Secretary's inspiring address in which he talked about no longer being able to offer services to those who were unable to pay. I would suggest that it is not simply the question of big unions who can pay, but it is frequently a question of who does pay. If there is a re-assessment of membership figures by organizations, as they will now have to calculate contributions on a membership basis, and if this brings in less money than is assessed in the report, then the section of the appendix which refers to special contributions will be a matter of very grave concern. When we see organizations with an affiliation of almost a couple of hundred thousand offering a token payment—knowing that they have the funds and knowing that those funds are not being directed towards activities of the I.T.F.—we should be able to ask them to recognize that they are members of an organization ready and willing to pay its part, and I said pay and not play, and those organizations should look at their financial obligations to the I.T.F. if we are going to do the job all of us want done.

I make this point because it would not be very wise to believe that everything is settled once the question of equal contributions is resolved. I would suggest you seriously consider holding biennial Congresses because only at Congress can we change our affiliation fees. At the next Congress, you will be asked for more affiliation fees. People are recognizing that the I.T.F. is now beginning to do the job it set out to do before the war. Therefore, those of you who agree with the proposal will be recognizing that this is a request for you to pay a greater amount of money to do a greater job that requires doing.

**J. Brannigan** (Scottish Horse and Motormen's Association): As far as my organization is concerned, we have always tried to do our best for the I.T.F. I think an important point that should be made here is that Bro. Cousins and his organization have come through a very strenuous time this year and they have come through it well. They have won a particular point that has never been won before in the transport industry. We are reputed to be rich, but you are not rich when a government allows costs to rise against the people that you represent, and it would not take very long to use up the funds we have.

Nevertheless, considering those who are unable to pay their proper contribution, I think we have a moral responsibility to them and it is our job to try to help organizations in other parts of the world who are unable to help themselves in an organizational or international sense.

**E. Robson** (Canadian Brotherhood Railway Employees' & Other Transport Workers): I noticed that Bro. Webber mentioned that there are 120,000 Canadian members making contributions through the U.S. unions. I just wanted to emphasize that point because in the present report it looks as if Canada is making a small contribution to the I.T.F.

As far as my own organization is concerned, we have not contributed to the Edo Fimmen Fund because we are contributing to the regional activities fund of the I.C.F.T.U. The officers and staff of our union are paying \$5 a month to that fund and we are also trying to educate our membership to pay one cent per member per month to it. We believe that if we get a member to make the contribution himself, he will take a greater interest in the work of the International. My organization wants to do a good job in the international field and will do anything it can to help the I.T.F.

**W. J. P. Webber** (British Transport Salaried Staffs' Association): I am indeed very glad that no opposition of any kind has been voiced to the Committee's proposals. I listened to Bro. Cousins and was pleased to learn that he was not opposed. However, to clear up any confusion, I would repeat, as I pointed out in the report, that the American and the German unions, who are going to be most affected by this, have not given the slightest hint that they are likely to reduce their affiliation and I cannot imagine for a moment that Bro. Cousins is likely to reduce his affiliation. In the main, the proposal affects the larger trade unions and means increased contributions. Shall I go further and say it was one of the unions on the Committee who wanted to keep in provisions for voluntary contributions over and above the



5d. which is a clear indication that they are likely to be more helpful than unhelpful. I do not believe for a moment that if Congress adopts the resolution that we shall be getting a decrease in affiliations on which they will pay. I agree with Mr. Cousins that there are some organizations with a large affiliation figure on a token payment. We have expressly put into this report in the final paragraph a suggestion which, if adopted by Congress, will instruct the Executive Committee to look into these organizations paying a token rate, and get them to pay a concessionary rate.

I am glad to say again on behalf of the Committee that no opposition has been raised to the report and I now ask Congress to adopt it unanimously.

*The Congress, by a card vote, then unanimously adopted the Committee's Report and the Resolution on Affiliation Fees.*

*The session closed at 11.45 a.m.*

Wednesday, 30th July, 1958

## Afternoon Session

*The President opened the session at 3 p.m. and announced that Brother Laan wished to raise a point regarding the agenda.*

**R. Laan, Jr.** (Dutch Transport Workers' Union): This morning we gave our unanimous approval to the report on transport coordination and integration. During the debate a number of points were made and I want to suggest that Congress considers a resolution on the subject. It can be put before Congress in the various languages later.

*(Brother Laan then gave the substance of the resolution he had in mind. See the report of the morning session of 31 July for the finalized text.)*

**The President:** The resolution will be before us in writing tomorrow morning when we can vote upon it. Now we can pass on to the report of the Railwaymen's Section.

### REPORT ON THE CONFERENCE OF RAILWAYMEN'S SECTION

The Railwaymen's Section Conference took place Friday morning, 25 July, 1958. Approximately 120 delegates attended the Conference representing the following countries: Argentina (1), Austria (7), Belgium (5), Canada (1), Cuba (1), Denmark (5), Finland (4), France (4), Germany (32), Great Britain (11), Greece (4), Italy (6), Japan (1), Luxemburg (3), Netherlands (8), Nigeria (1), Norway (2), Spain (1), Sweden (7), Switzerland (8), Tanganyika (1), Uganda (1), United States (6).

The past chairman of the Section, G. Devaux, was unanimously re-elected for the coming period and appointed rapporteur to Congress.

#### *Report on Activities*

After a few introductory remarks by the Section Secretary the Report on Activities was adopted unanimously.

#### *Manning of Locomotives*

The Secretary of the Section reminded Congress of the terms of reference given to the Section by virtue of a resolution of the Vienna Congress 1956. According to these terms of reference the Section was to prepare a statement which would take into consideration the various divergent opinions which could be used as a guidance to affiliated unions in the future.

A resolution on this subject was unanimously approved by the International Railwaymen's Congress at Frankfurt, 1957. Today's Conference was to submit that resolution to Congress for approval.

The problem of manning as such, as well as the text of the resolution, were subjects of a comprehensive discussion.

Brother Kennedy (U.S.A.) pointed out that the problem of manning locomotives was an extremely urgent one in the U.S.A. and Canada at the present time. He quoted impressive statistics concerning the development in Canada and the current dismissal of railwaymen in the

U.S.A. and stressed the need for formulating the resolution in a manner which would prevent its abuse by the railway companies as a weapon against the trade unions.

The representatives of Latin America and Japan expressed similar opinions.

In order to take into account the preoccupations of these colleagues, Brother Hallworth (Great Britain), supported by Laurent (France) and Düby (Switzerland) proposed a further slight weakening of the language of the resolution which was further elaborated by the Chairman.

The new text of the resolution was adopted by the Conference with one dissenting voice (Argentina).

#### *Proposals Submitted*

- (a) *The position of railwaymen's unions in the case of strikes in neighbouring countries.*

The Chairman informed the Conference that the Luxemburg union, who had sponsored this proposal, had expressed their agreement with the contents of the written report on the decisions of the Section Committee in this matter. The report in question was then also adopted by the Conference.

- (b) *Difficulties of affiliated unions in British East Africa.*

The Chairman pointed out that the Section Committee had already discussed these difficulties and adopted a resolution on the subject in April 1958.

One delegate from Uganda and Nigeria each informed the Conference of the difficulties existing in their countries and the resistance which they encounter. These comments were based on the draft resolution submitted to the present Conference. The two delegates requested an amendment of the draft by adding a sentence concerning the need for raising the standard of living of these nations.

The resolution including the amendment was then unanimously approved.

- (c) *Solidarity with Japanese railwaymen and support of their efforts.*

The Japanese delegates presented a draft resolution based on the resolution adopted at Frankfurt 1957 in which the Japanese Government was again urgently requested to adapt its legislation and its attitude towards the trade unions in order to comply with the principles and instruments of the U.N. and I.L.O.

The Chairman pointed out that this resolution still had to be submitted to the competent bodies of Congress and that its text would also have to be further examined.

The resolution was then unanimously approved with due consideration to the comments which had been made.

### *Trade Union activities of Wagon-Lits personnel*

The Secretary of the Section described the developments following the creation of the International Liaison Committee of this personnel in 1956 which had led to a decision of the Executive Committee in 1957 to sponsor that Committee.

The present Conference had to decide on the procedure to be applied in connection with the future cooperation with this Committee which consists of representatives of various unions.

After a few brief comments of Brother Haudenschild (Switzerland) the Conference decided unanimously to maintain the existing relations but also decided that the Committee should not be granted any representation in the bodies of the I.T.F. Such representation should be the exclusive prerogative of affiliated unions.

### *Date and place of the next Section Conference*

The representatives of Greece, France and Austria expressed the wish to organize the next Conference of the Section in their countries.

In accordance with a suggestion of the chairman it was decided to organize the next Conference in 1959 and to leave the determination of the place to the discretion of the Executive Committee. Due consideration was to be given in this connection to the above-mentioned invitations.

### *Election of Section Committee*

In preparation for the election of the Section Committee the Chairman asked the Conference to decide whether substitute members should also be elected or whether the full members should decide at their own discretion on a substitute in case they were unable to attend a meeting.

The second alternative was adopted by a large majority.

The Chairman reminded the Conference of the tragic death of Brother Jim Campbell, who had played an important role in the Section Committee during many years.

The National Union of Railwaymen in Great Britain (N.U.R.) proposed to elect the new General Secretary of this union, Brother S. Greene, as successor of Brother Campbell.

The Chairman further reminded the Conference of the wish of the Section Committee expressed for many years to include a delegate from the U.S.A.

This wish could now be realized in view of the fact that the delegation of the Railway Labour Executives Association had decided to propose to the Conference the election of Brother W. P. Kennedy.

The Latin American and African delegates requested one seat each on the Section Committee for their regions as well as Asia, stating at the same time that such membership would be largely symbolic. The membership of the Committee of the Railwaymen's Section would, however, afford an increased ascendancy to the trade unions of these countries.

The Cuban delegation requested the Conference also to elect a member for Central America and proposed as candidate Brother F. Balbuena.

The following members of the Section Committee were then unanimously elected :—

Benelux	-	-	-	-	G. Devaux (Belgium)
Scandinavia	-	-	-	-	M. Trana (Norway)
Great Britain	-	-	-	-	S. Greene (N.U.R.)
Switzerland	-	-	-	-	E. Haudenschild
Germany	-	-	-	-	F. Berger
France	-	-	-	-	R. Degris
Austria	-	-	-	-	R. Freund
Italy	-	-	-	-	B. Carella
U.S.A.	-	-	-	-	W. P. Kennedy
Cuba	-	-	-	-	F. Balbuena

The question of extending the Committee by including one representative each for Africa, Latin America and Asia is to be submitted to the Executive Committee.

The Conference expressed itself in favour of such symbolic representation.

G. DEVAUX, *Rapporteur*.

#### *Resolution on Manning of Locomotives*

The Congress of the International Transport Workers' Federation, held in Amsterdam from 23 July to 31 July.

By virtue of its resolution in 1956 and the unanimous decision of the International Railwaymen's Conference 1957.

Is of the opinion that the problem of locomotives should be considered in a comprehensive manner. In this connection all types of locomotives currently in use ought to be taken into consideration.

As a general principle Congress reaffirms that locomotives should be manned by two men.

Acknowledging, however, and with due appreciation of, the advance of technology, with particular reference to the transition from steam to diesel and electric traction,

Congress is of the opinion that in certain countries and certain cases sound reasons can be invoked for the gradual extension of operation of such locomotives by a driver only.

Congress therefore recommends affiliated unions to carefully consider all relevant conditions and prerequisites obtaining in their countries when judging the merits of one-man operation. Generally speaking, it should only be adopted after due consideration has been given to the following criteria :

- (a) whether the best safety devices are installed,
- (b) the increased physical and mental strain on the driver is compensated by an appropriate reduction of working hours,
- (c) hardships caused by redundancy and/or reduced possibilities of promotion are eliminated by special measures,
- (d) greatest attention is paid to the vocational training of locomotive staff and to periodical examinations of the health of this personnel,

- (e) the increased responsibility of the driver is taken into account by a corresponding re-evaluation of his occupation,
- (f) distances, technical characteristics, composition and speed of trains as well as topographical and climatic conditions of the country concerned are duly taken into account,
- (g) a distinction is made as to whether the journey takes place by day or by night,
- (h) agreements on the introduction or extension of one-man operation are concluded on a more permanent basis and cover a longer period in order to allow for an evaluation of the repercussions of one-man operation.

In view of the many and varied savings which are likely to be effected by the replacement of steam engines by modern electric or diesel traction units,

This Congress requests the affiliated unions to claim on behalf of the personnel affected by the changeover the share in these savings to which these workers are entitled.

The technical progress which is expressed in general mechanization and automation and has become the dominating feature of the times in which we live should above all be utilized for the purpose of raising the standard of living of the workers.

#### *Resolution on Freedom of Association in East Africa*

This Congress of the International Transport Workers' Federation held in Amsterdam from 23 July to 31 July 1958 notes and is concerned at the obstacles which are placed in the way of the proper functioning of unions of railwaymen and other transport workers in the territories of British East Africa.

Trade unions are insufficiently consulted or even completely ignored when decisions affecting their members are taken;

Legislation prevents the formation of inter-territorial unions, despite the fact that the operations of the East African Railways and Harbours are on an inter-territorial basis;

Full freedom of trade union action, including the right to withdraw labour, is impeded in many instances by the applications of laws like the Essential Services' Ordinance;

The arbitration machinery works in a highly unsatisfactory and controversial manner as instanced by a recent award to railwaymen which, while admitting the need for a cost-of-living adjustment, made this entirely conditional on acceptance of a reduction in annual leave entitlement.

The Congress is convinced that satisfactory labour relations in East Africa can only be established provided that :

- (a) the creation of inter-territorial trade union machinery is permitted where this is necessary to negotiate on an equal footing with inter-territorial managements; and
- (b) that trade unions are granted full freedom to pursue their legi-

itimate claims for wage and other improvements by means universally accepted as lawful, including the ultimate right to order members to withdraw their labour.

The Congress therefore calls upon the Governments of the three territories to undertake, in consultation with the trade unions and other interested parties, an immediate review of the present labour legislation with the aim of bringing it into line with the principles of trade union freedom.

These principles are recognized universally in the free world and form an essential condition for the raising of the completely unsatisfactory standards of living in the under-developed areas.

#### *Resolution on Freedom of Association in Japan*

Whereas trade union rights of Japanese workers in the public sector of industry continue to be restricted;

Whereas they are denied the right to strike, despite the fact that such right is granted to them by virtue of the Constitution;

Whereas Japanese workers, notably railwaymen, have been arrested, detained, dismissed and otherwise disciplined to a degree which savours of victimisation for trade union activities;

This Congress of the International Transport Workers' Federation, meeting at Amsterdam, from 23 July to 31 July 1958,

Reaffirms its determination to assist Japanese workers in their struggle for their rights;

Calls upon the Government of Japan, particularly in recognition of its prominent place in the Councils of the United Nations and of the I.L.O., to endeavour by all means at its disposal to meet obligations inherent in I.L.O. instruments and thereby secure the industrial peace which is of vital importance for the country's economy.

**G. Devaux** (Chairman and Rapporteur of the Railwaymen's Section): The Railwaymen's Section Report presented to you requires little comment. I would, however, like to make one or two points. First, the Japanese delegation presented a motion which we did not feel able to reject or accept. Thus we decided to submit it to Congress.

Secondly, I would like to draw to your attention the election of the new Section Committee and to say we were happy indeed to note the wish of the U.S. to participate: Bro. Kennedy was nominated and unanimously approved. During elections to the Committee I had to draw the Section's attention to the fact that the Railwaymen's Section Committee is composed of delegates from organizations which must each pay for their representation costs at all meetings of the Committee. The Cuban representatives said they were able to bear the costs and proposed a representative. On tactical grounds, we felt we could not refuse their request and thus accepted it. Immediately afterwards, however, the African and Asian unions recommended the advisability of having symbolic representation from their continents—even though they could not afford to send a representative to meetings—to provide moral support for their organizations. It was pointed out that this gave

rise to different problems and it would be best to submit the whole matter to the Executive Committee. This course was adopted. It is up to the Executive Committee to decide whether representatives of Africa and Asia could be designated symbolically and whether the Cuban representative has been duly elected. Personally, I think the question of Cuba should be linked to that of Africa and Asia. It is not a question of whether an organization can send representatives to meetings at no cost to the I.T.F.—but rather that the Committee should be so composed as to get through its work efficiently.

I would now like to submit the report to Congress.

**F. Hall** (Canadian Railway Labour Executives' Association): The matter of manning of locomotives was fully discussed by the Section and some amendments were made to the resolution adopted at the Frankfurt meeting. These amendments were proposed by the unions from North America where this is currently a very burning issue. As Bro. Kennedy pointed out to the Section, a Conciliation Board established under Canadian law is now considering this problem with regard to the manning of diesel engines in freight and yard service on Canadian National Railways which is one of the two great trans-continental railways.

This particular issue has been the cause of two strikes on the Canadian National Railways during the last two years and it is by no means settled. We were anxious that nothing should be done at this meeting which would in any way prejudice the position of the Brotherhood of Locomotive Firemen and Enginemen in its present case before the Conciliation Board. It will be many weeks, or perhaps months, before the case is dealt with by the Board.

Therefore, an amendment was passed to this effect: "Congress is of the opinion that in certain countries and in certain cases there are sound reasons for not applying rigidly the principles of two-man operation."

The Section felt satisfied that this was necessary to differentiate between what the situation might be on this side of the Atlantic and conditions which we are grappling with in North America, which has vast areas and varying climatic conditions.

**G. Devaux** (Chairman and Rapporteur of the Railwaymen's Section): In reply, I want to thank our Canadian friend for elaborating our report on the question of the manning of diesels. It is, of course, true that to some extent one-man operation is an established fact and the formula we have produced is designed to avoid any danger of an employer being able to say: "You agreed to this resolution and now you think otherwise." If this resolution is adopted it will satisfy our colleagues in North America and other countries where one-man operation is a reality and indeed I believe it will satisfy railwaymen everywhere.

*Congress then voted unanimously to accept the report of the Railwaymen's Section and the two resolutions on trade union freedom for East African railwaymen and Japanese public service workers. The*



*resolution on the manning of diesel locomotives was approved without opposition but with one abstention.*

*Congress then received the report of the Road Transport Workers' Section.*

### **REPORT ON THE CONFERENCE OF THE ROAD TRANSPORT WORKERS' SECTION**

The Section of Road Transport Workers met on Thursday, 24 July 1958 at 2.00 p.m.

The following countries were represented (numbers of delegates in brackets): Austria (1), Belgium (2), Brazil (1), Cuba (4), Denmark (1), Finland (1), France (2), Germany (4), Ghana (1), Great Britain (11), Luxembourg (3), Mexico (1), Netherlands (4), Norway (1), Rhodesia (1), Spain (1), Sweden (4), Switzerland (1), United States (7).

The past Chairman of the Section, H. W. Koppens, was re-elected unanimously by acclamation and also appointed rapporteur of the Conference.

#### *Report on Activities*

The main points of discussion in connection with the Report on Activities were the problem of change-over from trams to buses in urban areas and the question of one-man operation of buses.

Summarizing the discussion, the Section Secretary pointed out that the social aspects of these problems had been considered at the Section Conference at Stuttgart 1956 on the basis of a report of Brother Geldof (Belgium). The economic aspects of urban short distance transport, on the other hand, had been discussed within the framework of the report on problems of transport policy which is to be discussed by Congress.

The Conference decided to refer the social aspects which are connected with these problems to the Section Committee for further discussion and to submit a report thereon to the next Section Conference.

The Report on Activities was then adopted unanimously.

#### *Proposals submitted*

A proposal of the Union of Japanese Staff of Travel Agencies to create a section for this category of workers within the I.T.F. had been submitted to the Section Conference.

The Conference recognized in principle that the problems of these workers ought to be considered within the framework of the sectional activities of the I.T.F. In view of the fact, however, that there is at the present time only *one* union affiliated to the I.T.F. which exclusively caters for these workers, the Section arrived at the conclusion that the creation of a new section would not be appropriate for the time being.

The Conference felt that the above-mentioned Japanese union ought to be embodied organizationally within the Road Transport Workers' Section. The Secretariat was requested to ask affiliated organizations by means of a questionnaire whether they organized members employed at travel agencies and in the tourist industry. The Section Committee will then review this question further on the basis of the results of this survey.

### *I.T.F. agreement on legal assistance to drivers abroad*

The Section Secretary reported on the organizations which had recently joined the agreement and pointed out that certain unions had not published any addresses where foreign drivers could apply for legal assistance.

In accordance with the discussions within the Section Committee a number of unions had already concluded special agreements amongst themselves concerning the procedure to be adopted in connection with such assistance.

As a result of the discussion it was decided that unions should endeavour to simplify the application of the agreement amongst themselves as far as possible. On the other hand, it transpired in the course of the discussion that the implementation of the agreement encountered certain difficulties in those countries where legal assistance was within the province of special welfare institutions.

The Section Conference approved the proposal of its Chairman to request the Section Committee to further discuss this agreement and if necessary to call a special conference in order to give the unions which have joined the agreement an opportunity to consider problems connected with its practical application.

### *Civil liability of drivers*

The Section Secretary referred to the necessity of having the affiliates inform the Secretariat of the views which they submitted to their governments on the report of the I.L.O. Experts' Committee on civil liability of drivers. There was the possibility of a small tripartite conference being called by the I.L.O. in the near future. In the meantime the Secretariat should compile a summary of the opinions expressed by the various unions.

Delegates were asked to inform the I.T.F. without delay of the opinions held by their organizations in this matter in order to enable the Section Committee to discuss them at its next meeting.

### *Time and place of the next Section Conference*

The Chairman mentioned that the Section Conferences since the second world war had taken place at Utrecht, Paris, Zurich and Stuttgart.

Brother Klinga (Sweden) then expressed the wish of the Swedish Transport Workers' Union to organize the next Section Conference at Stockholm.

The Conference warmly welcomed this suggestion and decided to organize the next Conference of the Section in summer, 1959. It was further decided to request the Executive Committee of the I.T.F. to approve of Stockholm as venue of this Conference.

### *Election of the Section Committee*

The Section Conference was informed of the retirement of Brother A. Askeland, Norway, in which connection the Chairman asked on behalf of the Section to convey to Bro. Askeland his thanks for his cooperation extending over many years.

The following members and substitutes of the Section Committee were then elected:—

	<i>Member</i>	<i>Substitute</i>
Belgium . . .	G. Hendrickx	J. Geldof
Denmark . . .	E. Borg	E. Winther
Germany . . .	J. Steldinger	A. Christ
Finland . . .	S. Koutio	O. Aarnio
France . . .	P. Felce	—
Great Britain . . .	F. Cousins	F. Eastwood
Italy . . .	E. Leolini	L. Gatti
Netherlands . . .	H. W. Koppens	J. de Later
Norway . . .	H. Bakke	E. Aasen
Austria . . .	L. Brosch	A. Peham
Sweden . . .	S. Klinga	G. Carlsson

*Any other business*

The director of the Regional Office of the I.T.F. in Mexico, Brother L. Martinez, reported on the considerable difficulties with which the transport workers of Peru and Uruguay had to contend.

The Conference requested the Chairman, in consultation with the General Secretary, to express to these unions by telegram the solidarity and best wishes of the I.T.F. for their future democratic development.

In conclusion, the Chairman congratulated the member of the Committee, Brother Cousins, and his organization, the British Transport and General Workers' Union, on the successful outcome of the lengthy strike of London bus workers. Brother Cousins expressed his sincere appreciation of these words of the Chairman which had been loudly acclaimed by the Conference.

H. W. KOPPENS, *Rapporteur*.

**H. W. Koppens** (Chairman and Rapporteur of the Road Transport Workers' Section): In presenting the report of the Section I want to draw attention to the proposal from the Japanese Travel Bureau Workers' Union, an affiliate which organizes only travel bureau employees. The Section Conference decided to find out by a questionnaire which unions had workers of this sort and the next meeting of the Section Committee will then look into the question again.

The Conference also considered the question of the I.T.F. Agreement on Legal Assistance to Drivers Abroad. As you know, a number of organizations in European countries have adhered to and ratified this agreement, but there are still some difficult points of detail to settle. For instance, in some countries legal assistance is granted through the national centres rather than the transport workers' own organizations. We shall have to discuss these matters further in Committee, with the possibility of calling later a conference specially to deal with the detailed implementation of the Agreement.

Finally, I want to draw attention to the fact that Bro. Martinez addressed the Conference on the great difficulties faced by the road transport workers' organizations in Peru and Uruguay, with the result that the Conference decided to cable these unions its support and best wishes for their future success.

**T. Sugino** (Japan Travel Bureau Workers' Union): Our union was established 46 years ago. During these long years we have played a very important role in the transport industry by promoting tourist trade both domestically and internationally, by helping travel in general, and by carrying out various activities necessary for the industry.

We travel agency employees regard it a great honour to be members of the great family of transport workers. To our great regret, however, no special section of the I.T.F. exists catering for our category of workers and in which we can express our views, discuss matters connected with our economic and social conditions, and collaborate with other travel workers. I would like to point out that our work is very largely influenced by that of other transport workers and thus we are affiliated with the Japan General Council of Transport Workers' Unions, whose Secretariat we headed some years ago. When in 1950 the Council discussed joining the I.T.F., our union voted in favour of the proposal and affiliated with the I.T.F.

Nevertheless, we understand that the American Express Company, Thomas Cook, etc., have unions organized on a craft basis and that these craft organizations are not affiliated with the I.T.F. Therefore, our union, with more than three thousand members catering solely for travel, has no counterpart elsewhere in the world—it is unique.

We should note, however, that in Japan as elsewhere, there is a growing interest in tourism. Many European countries receive much of their revenue from tourism. We, as travel agency employees, are playing an increasing role in the growth of this industry. Considering this development, we feel there is a great need for an international section to discuss our various problems and improve our working conditions through international cooperation. It is through the establishment of such a section that we can also give impetus to the unorganized travel agency employees to organize and affiliate with the I.T.F.

However, in discussing our proposal in the Road Transport Workers' Section, it was concluded that the creation of a new Section would not be appropriate at present as there is only one union affiliated to the I.T.F. which caters exclusively for travel agency workers. At the same time, the Section requested the Secretariat to conduct a survey on the organization of these workers.

I quite agree with the conclusions of the Section and sincerely hope that the Secretariat begins this study as early as possible to encourage the affiliation of travel workers' organizations and to promote the establishment of this new section in the near future.

**H. W. Koppens** (Chairman and Rapporteur of the Road Transport Workers' Section): In reply, I just want to thank our Japanese friend and assure him that we are going to do all we can to help the workers in the travel bureau and tourist industry.

*Congress then voted unanimously to accept the report of the Road Transport Workers' Section and went on to consider the report of the Inland Navigation Section.*

## REPORT OF THE CONFERENCE OF THE INLAND NAVIGATION SECTION

The Conference of the Inland Navigation Section was held at 2 p.m. on Friday, 25 July. The Conference was attended by representatives of affiliated organizations from the following countries: Austria, Belgium, Germany, Great Britain, Holland and Switzerland. Also present at the meeting was a representative of the Finnish Seamen's Union in an observer capacity.

### *Election of Section Chairman and Rapporteur*

H. Hildebrand (Germany) was unanimously elected as Chairman of the Section for the forthcoming period of activities, and also as Rapporteur to Congress.

### *Report on Activities*

The Report on Activities for the years 1956 and 1957, together with a supplementary report for the period January to July 1958, was approved. During the course of the discussion, the following points were raised:

### *I.L.O. Agreement on conditions of employment of Rhine bargemen*

This agreement, originally approved by all Rhine riparian countries in 1950, and later revised in 1954, has been ratified by the Netherlands, France, Switzerland and Germany, but not by Belgium. Th. Smeding (Netherlands), pointing to the importance of demonstrating that regional agreements of this kind could be negotiated under I.L.O. auspices, asked the Belgian representatives what were now the chances of the agreement being ratified by their Government. In reply, L. Eggers stated that for four years they had tried to secure ratification without success. He did not think that the recent change in the composition of the Belgian Government would make matters any easier. They themselves did not intend to press for ratification, as the conditions laid down in their own collective agreements were in fact better than those established in the I.L.O. agreement. He did not think that there was any real point in Belgian ratification now, and drew attention to the fact that the other Rhine boatmen agreement was ratified without the participation of one of the countries concerned, namely Switzerland. The Chairman, in summing up the discussion, said that he did not think that it was sensible to press for the type of machinery which was appropriate two or three years ago. There were now new methods available in the form of direct negotiations with the employers. He felt that in the next few months an intensive propaganda campaign should be undertaken by the unions to bring home to Rhine boatmen what had already been achieved in this respect and that thereafter a new meeting should be held to discuss working hours again and consider what further action should be taken.

### *Towing by motor vessels*

Brother Scheiermann (Germany) stated that while he was of the opinion that it was not possible to hold up technical progress in this field, he felt that if crew members were going to be overworked as a result, then it was time for the unions to discuss the question of manning of such vessels. He thought that it would be deplorable if manning regulations were to be decided by a body on which the workers' repre-

sentatives had no say. Something would have to be done about this. Th. Smeding supported the remarks made by Bro. Scheiermann and pointed out that action on this was possible in view of the fact that, since 1956, it had become possible for national delegations to the Central Rhine Commission to include workers' representatives as technical advisers when social matters were under discussion. Dr. K. Kühne (Germany) asked whether the action proposed would also be applied to towing by motor vessels on canals. He believed that the regulations on canals should be in fact even stricter than on rivers. He was supported in this by Bro. Scheiermann, who stated that in his opinion the burden of work on men employed aboard canal vessels was as heavy or even heavier than on the rivers. The employers should not be allowed to take advantage of the situation.

#### *Freight rates and transport coordination*

Dr. K. Kühne (Germany), drawing attention to the depressed employment situation in the whole transport industry of Western Germany, stated that there were special problems involving broken traffic. Increases in short-distance tariffs on the railways, resulting from higher costs, made this type of traffic appreciably more expensive which, in turn, would have an adverse effect on the level of employment in inland shipping. He warned other delegates of the potential dangers which an extension of this system might have in their own countries.

#### *Occupational diseases in Rhine shipping*

Bro. Scheiermann referred to the problem of the very high noise level in the engine-rooms of motor vessels. This was so great that he knew that owing to nervous exhaustion people were temporarily leaving the industry because they could not stand it any longer. He had also recently received a doctor's report on two of his members which indicated that they were suffering from nervous disorders as a result of this situation. He felt that the unions should press very strongly for improved insulation against noise in engine-rooms.

#### *Introduction of push-vessels*

Th. Smeding (Holland), said that these vessels were still in an experimental stage at the moment. They had proved to be technically feasible, but he wondered if they were also economically feasible. In his opinion, affiliated organisations should be approached for their views on the problems raised by the introduction of such vessels and a report on the subject should be submitted to the next conference of the Section. This was agreed to.

#### *Working conditions of Danubian boatmen*

Both German and Austrian representatives drew attention to problems involved in Danube shipping, with particular reference to the present insufficiency of daily allowance while working abroad. L. Brosch (Austria) also mentioned two special problems with which his own organization was dealing. The first of these was the fact that they had not yet succeeded in reaching an agreement on manning regulations with the employers. If no further progress could be made they would have to use their political influence to secure legislation on the subject. The second concerned the question of training young persons for service in the Danube shipping industry. They wanted to have

employment on the Danube recognized as a trade, with proper pre-training facilities on school ships. They were now in touch with the appropriate ministries on this subject, with particular reference to the fact that young persons could not be employed under the age of 18 years.

*Report on Coordination and Integration of European Transport*

The Conference endorsed those sections of the Report devoted to inland waterway problems. The Chairman expressed the hope that by the time the next I.T.F. Congress was held, it would have before it a comprehensive report on the conditions of Rhine and Danube Inland waterway personnel.

*Election of members of Section Committee*

It was agreed that the composition of the panel should be as follows: H. Hildebrand (Germany, Chairman), L. Eggers (Belgium), G. Piquemal (France), Th. Smeding (Netherlands, Substitute P. Mol), A. Peham (Austria, Substitute R. Gryc), K. Rebsamen (Switzerland). Seats for Great Britain, Pakistan and the Scandinavia group remain open.

*Any other business*

The Conference unanimously recommended that the next Sectional Conference should be held in Dusseldorf, and that it should take place before the end of 1958 in view of the international negotiations on inland waterway problems due early next year. It was also proposed that an early meeting should be held between the German and Austrian affiliates, at which Bro. Smeding should also be present, to discuss various questions connected with Danube shipping.

H. HILDEBRAND, *Rapporteur*.

**H. Hildebrand** (Chairman and Rapporteur of the Inland Navigation Section): After a successful period in 1956 and 1957 we succeeded in concluding an agreement covering the Rhine and the employers themselves seem aware that international agreement between the competing countries and their unions is needed. We believe we can carry on the good work and, as you can see from the report, the Section intends to call a special meeting in Germany to consider the present state of agreements. We are then to go on to see what further progress we can make in 1959. This will not only concern the Rhine, for what happens there influences the hinterland—the Weser and Elbe to mention just two cases.

We were very glad to hear from our friends representing Danube workers of the progress they are making in wage talks. We can say with justification that there are some good signs on the Danube front. What we have to keep in mind all the time is the international importance of the Danube—we all know what countries it passes through and what difficulties this gives rise to for the unions.

It is my pleasure to submit the report.

**K. Kühne** (German Transport and Public Service Workers' Union): I just want to point out that there is an error in the report in the paragraph on "Freight rates and transport coordination". This has now been put right with the Secretariat, so there is no need to discuss it here.

Congress then voted unanimously to accept the report of the Inland Navigation Section. It next considered the report of the Resolutions Committee.

### **REPORT OF THE RESOLUTIONS COMMITTEE**

*Membership:* The membership of the Resolutions Committee was as follows: Brothers Brannigan (Great Britain), Brosch (Austria), Faupl (United States), Haudenschild (Switzerland), Herlihy (New Zealand), Hildebrand (Germany), Kanyama (Africa), Laurent (France), Pomar (Latin America), Sugino (Asia), Thore (Scandinavia) and De Vries (Netherlands).

It will be noted that the membership differs in one case from that announced to Congress originally, in that Brother Kanyama represented the African Group instead of Brother Labinjo. The Group had, in fact, nominated Brother Labinjo in error and rectified its mistake shortly before the first meeting of the Committee, after informing the General Secretary accordingly.

*Meetings.* The Committee met twice, on 25 and 26 July.

*Chairman and Rapporteur:* The Committee unanimously elected Brother De Vries both as Chairman and Rapporteur.

#### *Proposals from affiliated organizations*

(a) Resolutions submitted by affiliated organizations to Congress within the time limit set by the Constitution were dealt with as follows:

1. *(a) and (b) Amendment to Rule VI of the Constitution*

As these proposals were for the amendment of the Constitution they should be dealt with by Congress in Plenary Session.

2. *Affiliation fees*

As this proposal involved a change in the method of assessing affiliation fees this too should be dealt with in Plenary Session.

3. *Establishment of an I.T.F. Industrial Section for travel bureau workers*

This was dealt with by the Road Transport Workers' Section.

4. *Establishment of an I.T.F. Regional Office in East Africa*

The Committee felt that this proposal raised budgetary and other issues which were not amenable to discussion by Congress and therefore decided to refer the proposal to the Executive Committee.

5. *Trade union freedom in East Africa and support to dependent countries*

This proposal was withdrawn by the delegate from the sponsoring organizations (who was also a member of the Committee) after it was pointed out that the first part of the resolution, that dealing with trade union freedom in East Africa, was covered in a resolution adopted by the Railwaymen's Section; and the second part, that dealing with support to movements of national independence, already found expression in the Preamble to the I.T.F. Constitution which affirms the I.T.F.'s opposition to colonialism.

6. *Importation of dock labour into Nigeria*

This was dealt with by the Dockers' Section.



7. *Protection against accidents to workers in the loading and unloading of ships*

This was also dealt with by the Dockers' Section.

(b) *Resolution on Spain*

During the debate in Plenary Session on the Report on Activities the delegate from the Spanish National Railwaymen's Union and the Spanish Transport Workers' Federation, Brother Riaza, put forward a resolution on Spain which was referred to the Resolutions Committee. The motion was subsequently revised by the Committee, the revised version having the consent of Brother Riaza. The Committee recommends that the revised resolution be accepted by Congress since in the first place it assures those Spanish workers struggling for their country's freedom that their efforts, both past and present, have the I.T.F.'s support and, secondly, it serves to publicize the oppressive nature of Franco's dictatorship.

The resolution now reads as follows :

*Spain*

The 25th Congress of the I.T.F., meeting in Amsterdam from 23 July to 31 July 1958, pays its fraternal tribute to the courageous fight waged by the democratic forces in Spain against the Franquist tyranny which suppressed brutally the recent strikes and demonstrations organized by the workers and students.

It encourages all freedom-loving Spanish workers fighting both in Spain and in exile to persevere in their efforts to overthrow the odious dictatorship which has oppressed the Spanish people for so long.

Congress reaffirms the decisions adopted at preceding Congresses by which the I.T.F. has assured the free Spanish trade unions in general and those of the transport workers in particular of its complete solidarity.

It demands the immediate ending of all repressive measures against those workers fighting for their democratic rights and their just economic demands.

It also demands the immediate release of all workers detained for the alleged crime of seeking the satisfaction of their social and economic claims.

Finally, Congress calls for the immediate restoration in Spain of freedom of speech, freedom of the press and freedom of association.

P. DE VRIES, *Rapporteur*.

**P. de Vries** (Chairman and Rapporteur of the Resolutions Committee): As seen from the report, the work of the Resolutions Committee at this Congress has been comparatively light; the number of resolutions submitted by affiliated unions within the time limit set by the Constitution was quite small. Perhaps it is appropriate at the outset to repeat what has been said on this subject at previous Congresses: that it is extremely important to the smooth running of our Congress that affiliated organizations should abide by the terms of the Constitution as far as the submission of resolutions is concerned. If organizations neglect to send their resolutions in to the Secretariat in



The United States affiliated unions were represented by a strong delegation at the Congress. Sitting with his hand to his chin is A. E. Lyon who was to be re-elected to the Executive Committee.



Africa is well represented in this picture taken at the start of one of the excursions arranged by the Dutch hosts whose efforts contributed greatly to the success of the Congress.

due time, they risk losing the chance to put them before Congress. Provision is made, of course, for the Executive Committee to admit emergency resolutions, but emergency means just what it says; it is not an escape clause for affiliates who have neglected to send in proposals at the right time.

Regarding the report itself, it is quite brief and requires few comments. Points 1 and 2 need no comment other than to draw Congress's attention to the slight change in membership which arose from a mistake in the nomination of the African member. On point 3, I should like to express my appreciation of the confidence placed in me by my colleagues on the Committee by electing me to the dual office of Chairman and Rapporteur. Point 4 deals with proposals from affiliated organizations. All but the last of them are found in document 25.C-8. Here the report is self-explanatory and comment is only needed on three resolutions: No. 5 on trade union freedom in East Africa and support to dependent countries; No. 7 on protection against accidents in loading and unloading ships; and the resolution on Spain.

As far as Resolution No. 5 is concerned, I would draw your attention to the fact that the Dockers' Section has adopted a resolution on the right to strike in colonial territories, which reinforces the resolution on trade union freedom in East Africa passed by the Railwaymen's Section. Delegates will see from the report that it was the acceptance of the Railwaymen's Section resolution that was one of the main factors leading to the withdrawal by the sponsoring organizations of Resolution No. 5.

On No. 7, it need only be added that it was also considered by the Seafarers' Section and the results of their deliberations are in their Section report.

Regarding Spain, the Committee is recommending the acceptance of the Resolution by Congress for reasons given in the report. I hope the recommendation will be accepted.

Finally, in moving the Resolutions Committee's report, I should like to express my gratitude to the members of the Committee for the expeditious way they handled the business.

**N. Metslov** (Union of Estonian Seamen in Exile): With reference to the resolution on Spain, I think it raises the question of our attitude to a bigger and more dangerous dictatorship, that ruling behind the Iron Curtain. I reported on the position of these countries at the Stockholm Congress in 1952 and there were some there who doubted what I described. It has not taken long for one of the greatest authorities to come forward and vouch for what I said and to say even more about the horrors which have taken place. As you all know, that authority is Mr. Krushchev, First Secretary of the Russian Communist Party.

I want to stress the fact that the régimes in Russia and the satellites have remained faithful to the same principles. Human rights have not been established; the trade unions are nothing but the tools of the Communist Party. What is our attitude to them now? We are condemning the Franco régime but people can ask: what is your attitude to the eastern dictatorship under which millions are suffering? Personally I

am sure that the I.T.F.'s attitude remains the same and we, the Estonian seamen, are members of the I.T.F. and play the role of a symbolical link between the oppressed and the free. I wonder if, in connection with this resolution on Spain, we could not somehow give expression to our attitude to the eastern dictator? I do not think it is particularly important to adopt a resolution here—I have not brought any draft resolution. I just want to express the hope that this Congress, in one way or another, should voice its sympathy for the hundreds of millions of oppressed peoples behind the Iron Curtain.

**The President:** I can perhaps remind Bro. Metslov that in my Presidential Address I did refer to conditions behind the Iron Curtain and condemn them. I suggest that in accepting the resolution on Spain we extend its sentiments also to those oppressed in East Europe.

*The report of the Resolutions Committee and the resolution on Spain were accepted unanimously.*

*In line with the approved Executive Committee's recommendation on the composition of the General Council, the delegations submitted their nominations. Due to the receipt of five nominations rather than the prescribed four for the Latin American region, Congress was asked to vote to eliminate one candidate. The following were elected to the General Council:*

Country or Area	Members	Deputies
Austria-Switzerland	J. Matejcek H. Düby	W. Svetelsky E. Hofer
Benelux	R. Dekeyzer Ch. F. Leurs H. J. Kanne	D. Harms — —
Denmark-Faroe Islands- Finland-Iceland-Norway	E. Borg G. Hauge G. W. Widing	K. Kjønikesen S. From Andersen P. Madsen
France	F. Laurent	R. Lapeyre
Germany	Ph. Seibert F. Schreiber A. Kummernuss H. Hildebrand	F. Eichinger Miss L. Raupp O. George H. Steldinger
Great Britain	F. Cousins S. F. Greene W. J. P. Webber T. Yates	D. S. Tennant A. Hallworth J. V. Bailey J. Brannigan
Greece	M. Petroulis	St. Dimitracopoulos
Italy	E. Leolini	E. Semenza
Sweden	S. Klinga	G. Kolare
Middle East	Z. Barash	—
Africa	C. Heymann W. M. Chakulya J. D. Akumu M. Makinde	H. M. Luande W. B. Otoo E. N. N. Kanyama M. A. Labinjo
Ceylon-Hongkong-India- Korea	J. D. Randeri	M. Kotwah

Japan . . . . .	T. Nishimaki	—
	K. Suzuki	—
Indonesia-Malaya-	R. S. Oca	J. Jacob
Pakistan-Philippines . . . . .	M. A. Khatib	E. Sano
Australasia . . . . .	J. Herlihy	—
Latin America . . . . .	A. Bono	M. Lopez
	M. Meza	T. H. Gutierrez
	E. Padilla	M. Machin
	S. A. Pequeno	—
Caribbean Area . . . . .	J. Knight	—
Canada . . . . .	F. Hall	—
U.S.A. . . . .	P. Hall	—
	M. Quill	R. Faupl
	A. E. Lyon	G. M. Harrison
Estonia-Poland-Spain	L. Riaza	N. Metslov

# Thursday, 31st July, 1958

## Morning Session

*The President opened the session at 9 a.m. Following a number of administrative announcements by the General Secretary, he called upon Bro. Yates to introduce the Report of the Seafarers' Section.*

### REPORT ON THE CONFERENCE OF THE SEAFARERS' SECTION

The Seafarers' Section met in the afternoon of Friday, 25 July. It was attended by officers' and ratings' representatives of twenty-eight organizations in Belgium, Canada, Denmark (two unions), Estonia, Finland, Germany, Great Britain (two Unions), Greece, Grenada, Iceland, India, Israel, Japan, Netherlands, New Zealand, Norway (two unions), Pakistan, Poland (exile), Sweden (three unions), Switzerland, and the United States (three unions). The representative of the I.L.O., E. Bell, also attended.

The Section elected T. Yates (British National Union of Seamen) as Chairman, and D. S. Tennant (British Merchant Navy and Airline Officers' Association) as Vice-Chairman for the coming period. It was agreed that the Chairman should act as Rapporteur of the Conference.

#### *Report on Activities*

The Report on Activities for the years 1956-57 and a Supplementary Report for January to July, 1958, were adopted. During the discussion the following matters were dealt with:

#### *Territorial seas*

The Fishermen's Section had at its conference of the previous day adopted a resolution once more defining the position of the Section on the problem of territorial seas in the light of the results of the U.N. Conference on the Law of the Sea held in Geneva earlier in the year. After the Chairman of the Fishermen's Section, who was also taking part in the Seafarers' Conference, had conveyed a request that the latter conference should associate itself with the fishermen's resolution, it decided to go on record once more in support of the principle of the three-mile limit.

#### *Inspection of conditions on board*

A discussion took place on proposals submitted by the Finnish and Swedish seamen's unions. The latter pointed to the need for effective arrangements to ensure observance on board ship of the social conditions laid down by laws and regulations. The Finnish proposal was prompted by the high accident rate to dockers and seafarers during loading and unloading operations and the need to improve arrangements for enforcing observance, on an international scale, of the standards laid down by national safety regulations and the I.L.O. Convention (1932) concerning the Safety of Dock Work.

Attention was drawn to the recent publication of the I.L.O. Code of Practice, "Safety and Health in Dock Work". If this were widely circulated and observed among governments and port authorities, it could do much to raise the safety of loading and unloading work. The Section agreed that affiliated unions should give as much publicity as possible to the code and use their influence to ensure observance of the

principles and practices which it recommended. On the understanding that these matters would be kept under review by the Secretariat of the I.T.F., the Finnish and Swedish proposals were withdrawn.

#### *"Flag of convenience" ships*

There was a long general discussion on this problem, on the basis of a verbal report by the Officer of the Special Seafarers' Section, in which information was given on the latest I.T.F. activities in this sphere. The Section also had before it a supplementary written report containing suggestions concerning future activity in this field. The statements made by the representatives of various countries confirmed that a very noticeable change for the better had taken place in the attitude of the governments and shipowners of the traditionally maritime countries towards the problem. With reference to one of the suggestions made in the Secretariat's document it was noted that the idea of time-limited boycotts would facilitate action in certain countries, like the U.S.A., where the Taft-Hartley Act and the court injunctions which could be issued against unions taking the desired action, had to be borne in mind. The results achieved at the recent United Nations Law of the Sea Conference and the 41st International Labour Conference, particularly in relation to the concept of the "genuine link," were also noted with satisfaction. No definite conclusions were reached, but it was agreed to continue the discussion at the joint meeting of the Dockers' and Seafarers' Sections on the following day.

#### *Coordination of European Transport*

The report on this subject before Congress had been prepared by an I.T.F. Advisory Committee of Transport Experts, after several years of discussion between the Railway, Road Transport and Inland Navigation Sections. Though the Seafarers' Section had not taken part in these discussions, it had been found desirable to include a brief reference to coastal shipping in the document. The same applied, incidentally, to the references made to the port and civil aviation industries. These remarks were only to be regarded as preliminary in character, and it was the intention to pursue these matters fully in the sections concerned, following the forthcoming discussion of the subject in the plenary session of Congress. Meanwhile the observations made would be borne in mind by the experts who had prepared the report.

#### *Sectional Committee*

The following were appointed to constitute the Committee of the Seafarers' Section for the coming period: J. Tudehope (Australia), R. Dekeyzer and W. Cassiers (Belgium), H. C. Banks (Canada), W. Moreno (Chile), R. M. Salabarría (Cuba), S. From Andersen (Denmark), E. Kuun and E. Metslov (Estonia), N. Wälläri and N. Lynqvist (Finland), G. Gendron and J. Philipps (France), H. Hildebrand (Germany), T. Yates and D. S. Tennant (Great Britain), M. Petroulis, D. Benetatos and substitute P. Kalapothakis (Greece), J. Knight (Grenada), J. Randeri (India), Z. Barash (Israel), U. Romagnoli and L. Mucci (Italy), Y. Nabasama (Japan), P. de Vries and W. van Driel (Netherlands), J. Herlihy (New Zealand), G. Hauge and L. Lerstad (Norway), J. Krainski (Poland), R. S. Oca (Philippines), J. Thore and a seat vacant (Sweden), E. Hofer (Switzerland), J. Hawk and J. Curran (United States).

### *International Fair Practices Committee*

The Section elected the following to the seafarers' side of the International Committee for the Promotion of Fair Practices of the I.T.F.: W. Cassiers (Belgium), D. S. Tennant (Britain), H. Hildebrand (Germany), M. Petroulis (Greece), P. de Vries (Netherlands), Th. Sönstebø (Norway), seat vacant for the U.S.A. *Ex-officio members*: T. Yates (British Seamen, Chairman), O. Becu (I.T.F. General Secretary) and L. White (I.T.F. Special Officer).

### *Section Secretary*

It was decided to recommend to the Executive Committee of the I.T.F. that R. Santley, hitherto Assistant to the General Secretary for the Dockers', Fishermen's and Seafarers' Sections of the I.T.F., should be appointed to the post of Section Secretary.

### *Obituary*

The Section honoured the memories of two comrades whose death had not been recorded in the General Report before the Congress, Jerker Svensson, President of the Swedish Seamen's Union (deceased December 1956) and Ingvald Haugen, President of the Norwegian Seamen's Union (deceased June 1958), two comrades who had dedicated their lives to the cause of seafarers, both at home and in the international sphere. The Section stood in silence to the memory of the departed comrades.

T. YATES, *Rapporteur*.

**T. Yates** (Chairman and Rapporteur of Seafarers' Section): In moving the report of the Seafarers' Section Conference, I would like to draw your attention to the progress made in this Section, particularly during the past two years.

The most successful Maritime Conference since Genoa was held recently during the 41st Session of the I.L.C. At this Conference, Convention No. 91 (Wages, Hours of Work and Manning) was revised and is now ratifiable in parts; additionally, a Recommendation concerning Wages, Hours of Work and Manning was unanimously adopted. Furthermore, during the last five weeks, a sufficient number of governments have ratified I.M.C.O. and the first meeting of the committee has been arranged. We expect several important issues discussed at Geneva to be brought before I.M.C.O., such as the interpretation of the "genuine link" in connection with flags of convenience and safety of life at sea.

We do not doubt for one moment that our success is due to the coordinated strength of our organizations working through the I.T.F. No individual organization, no matter how strong it may be, could have achieved such results single-handed. Many other gains have been made but they are in the report before the delegates. I move the report be adopted.

*As there were no further comments from the floor, the President then put the Report of the Seafarers' Sectional Conference to a vote, it being adopted unanimously.*

*The President then called upon Bro. D. S. Tennant to present the report of the Civil Aviation Sectional Conference.*



## REPORT OF THE CIVIL AVIATION SECTIONAL CONFERENCE

The Conference was held on two separate days, beginning at 2 p.m. on Saturday, 26 July, and continuing on Tuesday, 29 July. It was attended by representatives of affiliated organizations from the following countries: Australia, Belgium, Brazil, Colombia, Cuba, France, Germany, Great Britain, Holland, New Zealand, the Philippines, Sweden, and the United States.

### *Election of Chairman and Vice-Chairman*

Brother D. S. Tennant was unanimously elected as Chairman of the Section and Rapporteur to Congress. Both Brothers Tennant and Becu paid a very warm tribute to the work of the outgoing Chairman, Bro. R. Lapeyre (France), who had earlier decided not to stand for re-election in order to make way for a flying staff representative.

It was decided to elect two Vice-Chairmen, representing ground and flying staff respectively. These were J. Steldinger (Germany) and Capt. M. Verpoorten (Belgium).

### *Report on Activities*

The Report on Activities for the years 1956 and 1957 was approved. The Conference placed on record its appreciation of the help given by Bro. Pequeno (Brazil) both at the I.L.O. *ad hoc* meeting on civil aviation and within the I.L.O. Governing Body in support of a tripartite civil aviation conference. Brother J. Horst (U.S.A.) drew attention to the resignation of the Assistant to the Section Secretary and said that, although he was aware of the problems involved in finding a replacement, he would like to press that a new appointment be made as soon as possible. The Chairman said that he shared Bro. Horst's concern and he assured him that the position would be corrected at the earliest opportunity.

### *Supplementary Report on Activities*

During a discussion on the forthcoming I.L.O. tripartite conference on civil aviation, the opinion was expressed that not only was the conference being held too late, but that it would be a highly unsatisfactory one if it did not deal with the vital and extremely topical question of crew complement. It was felt that it would be putting the cart before the horse if the problem of working hours was dealt with internationally before the composition of flight crews had been determined. The fact that this was a controversial subject seemed an extremely inadequate reason for not putting it on the agenda, and the conference therefore asked that the maximum pressure should be brought upon the I.L.O. Governing Body to change its policy.

Brother Steldinger (Germany) said that, although he was aware of staff difficulties, he very much regretted that no I.T.F. observer had been sent to either the I.F.A.L.P.A. Conference in Bogota or the I.C.A.O. Mediterranean Regional Air Navigation Meeting.

The Conference requested the Secretariat to convene an early meeting of the Ground Staff Sub-Section, at which the problem of air traffic control staffs could be dealt with. Bro. Post (Holland) thanked the I.T.F. for its moral support of the K.L.M. stewardesses during their recent

dispute concerning compulsory retirement and said that he thought that this would later lead to the stewardesses becoming part of his organization and thus of the I.T.F. Bro. Sano (Philippines) also expressed his union's appreciation of the help given by the I.T.F. during its strike against Philippine Airlines. Bro. Steldinger (Germany) thought that, once the I.T.F.'s staff problems had been solved, there should be an extension of the information service provided to affiliated civil aviation organizations. He suggested that it might be feasible to issue regular comparative surveys, perhaps based on purchasing power. Both Bros. Lapeyre (France) and Padilla (Colombia) drew attention to the need for more attention to be devoted to the problems of ground staff. In reply, the General Secretary said that the Secretariat would be very glad to do this. He proposed to send a questionnaire to all affiliated ground staff organizations, asking which matters they wished to be given priority.

#### *Crew Complement*

Bro. Gregory (U.K.) said that the subject of crew complement had been discussed in the I.T.F. ever since 1948. He felt that this was a critical meeting at which this most important problem must be resolved. At its Bogota Conference earlier this year, I.F.A.L.P.A. had adopted a resolution in which pilots reserved the right to determine what crew complement aircraft should carry and in which all I.F.A.L.P.A. members supported the policy of A.L.P.A. The question was what were we going to do to combat this. Bro. Petty (U.S.A.) said that the U.S. flight engineers had borne the brunt of this battle in the U.S.A., which had been begun by A.L.P.A. in 1956. It was clear that the arguments were not primarily technical but involved an attempt by A.L.P.A. to take over representation rights for all flight crew members. This was a labour battle which was already being fought out in several companies. It had been shown, however, that as long as specialist crew members had the support of the labour movement then they would be successful. He asked the conference to endorse their fight. Bro. Horst (U.S.A.) said that this was primarily a question of basic trade union principles. The conference should express its opposition to all union organizations who try to take another man's job.

Several speakers thought that this was not the moment to cut our links with I.F.A.L.P.A. There was a very real need to talk and act together with the pilots.

Following the conclusion of the discussion, the Conference adopted a resolution introduced by Lord Winster (U.K.) which is given in the annex to this report.

The Conference also decided to re-examine the I.T.F. Vienna resolution in the light of later developments and to bring it into line with the changed situation. A Sectional Sub-Committee is to be established for this purpose. It was decided that the Sub-Committee will also discuss the question of I.T.F./I.F.A.L.P.A. relations.

#### *Job Security among Ground Staff*

Bro. Sano (Philippines) gave a short report on his union's recent conflict with Philippine Airlines which had been successfully settled

thanks to I.T.F. assistance, and then went on to refer to a new dispute, affecting mechanics, which had developed with Northwestern Airlines. He said that the company was now threatening to bring in U.S. mechanics as replacements if a strike took place and appealed to U.S. affiliates to prevent this. He also asked that the I.T.F. should give his organization international assistance again if industrial action had to be taken.

Bro. Horst said that he thought mechanics would be badly hit by the introduction of jet aircraft. At the moment his union was in conflict with American Airlines because the company was trying to divide the mechanics into three separate specialist groups. This was being resisted, and he had just learned that five union members had been dismissed for not participating in the company's new training programme. Bro. Post (Holland) said that unlike the U.S.A., they had had specialist mechanics for some time. He wished to draw attention to the connection which existed between crew complement and job security for ground staff. Both the F.E.I.A./A.L.P.A. dispute in the U.S.A. and the K.L.M. pilots' strike, which partly concerned a so-called crew complement allowance, had resulted in ground personnel being made idle. Bro. De Graaff (Holland) said that he agreed with the remarks in the Secretariat's report on the position of personnel abroad. He would like the Secretariat to undertake a study of this question. He was supported in this by Bro. Padilla (Colombia). Summing up the discussion, the Chairman said that the Secretariat might ask all affiliated unions for their experience with jet operation and consider the convening of a special ground staff conference to discuss the question.

#### *Mexican pilots*

Bro. Martinez (I.T.F. Latin American representative) gave a report on the obstacles placed in the way of organising civil aviation personnel throughout Latin America. He mentioned particularly the position of the Mexican pilots and recalled that the Stockholm Congress had adopted a resolution supporting their right to re-form their union. Permission to do so had, however, still not been given. Recently, he had been approached by a group of pilots who were determined to organize themselves, even if this meant taking illegal strike action. He asked the Section to pledge its support if this became necessary. In reply, the Chairman assured Bro. Martinez that the I.T.F. would give full support to all trying to form unions. He had no doubt that Bro. Pequeno had taken a note of the discussion. (This matter was also raised under "Any Other Business" by Bro. Perez (Cuba), when the Chairman informed the Conference that the Secretariat was to make early contact with the Mexican airline personnel concerned.)

#### *Flight time limitations*

The Chairman pointed out that the Workers' Group Draft Resolution on the subject which had been put forward at the I.L.O. *ad hoc* Civil Aviation Conference was intended to cover the minimum requirements to be incorporated in an international instrument. It also contained a clause safeguarding the position of those organizations which had negotiated conditions in advance of these. I.F.A.L.P.A. was now proposing to amend the resolution. Some of the amendments suggested seemed

good; others bad. He proposed that the report on the subject should be dealt with by the Sub-Committee envisaged in the Conference's resolution. This was agreed to. Following a request from Bro. Steldinger, it was decided to recommend that the Sub-Committee should meet as soon as possible and that once the date had been fixed by the Secretariat, all flying staff organizations should be invited to send representatives to the meeting. It was also agreed that the Sub-Committee should take the place of the Sectional Committees which exist in other Sections.

#### *Coordination of transport*

The Conference decided to take note of the section devoted to civil aviation in the general report on this subject.

D. S. TENNANT, *Rapporteur*.

#### *Resolution on Crew Complement*

This I.T.F. Conference, meeting in Amsterdam, deplors the I.F.A.L.P.A. resolution on crew complement adopted at Bogota, particularly as this resolution endorses policies pursued by A.L.P.A. which are incompatible with good trade union practice. The I.T.F., through its affiliates will unitedly resist, employing if necessary industrial action, implementation of the policy outlined in the resolution, believing that it is dangerous and is not in the interests of either the industry or the travelling public. The Conference believes further that the principles set forth in the I.T.F. Vienna Resolution should be implemented subject to recognition of changing techniques in the operation of aircraft introduced in the meantime, and calls upon the Secretariat to convene an early meeting of a sub-committee to coordinate the action to be pursued nationally to establish the principle of I.T.F. policy.

**D. S. Tennant** (Chairman and Rapporteur of Civil Aviation Section): I have pleasure in submitting to you the report of the Civil Aviation Section and, as it is a detailed report, I do not think it calls for many introductory comments. Several organizations have mentioned the inadequacy of the Section's administrative staff, but the Section received an assurance from the General Secretary that this situation would be corrected as soon as possible.

The outstanding question was that of crew complement and the Section reaffirmed the principles set forth in the Vienna resolution. The Section also noted with concern what they regard as a violation of the I.T.F./I.F.A.L.P.A. agreement, namely, the I.F.A.L.P.A.'s Bogota Resolution. Attached to the report is a resolution deploring I.F.A.L.P.A.'s action. I would suggest that Congress regard this resolution as supplementary to the Vienna resolution.

The Section agreed that more time should be devoted to the problems of ground staff including problems of air traffic control and the extent to which the introduction of jet aircraft may adversely affect ground mechanics.

In addition, the Section has urged that there should be early meetings of sub-committees to consider these issues and particularly a very early meeting of the sub-committee referred to in the attached resolution. I hope the report will be unanimously adopted.

**J. Steldinger** (German Public Services and Transport Workers): I understand that the Rapporteur tried to summarize the rather detailed discussions of this Conference in the shortest possible form but I do not think that it was his intention to omit any mention of my union from the list of those represented at it, and I should like to request that this should be remedied in the final version of the Report. I would also point out that there is no mention of the fact that the Conference elected me Vice-Chairman of the Section.

With reference to the stand which the Section took on the policies of I.F.A.L.P.A., it is our opinion that we should not confine ourselves to a mere mention of the fact that the resolution was adopted unanimously. We feel that at the same time we should reiterate the resolution adopted at the I.T.F.'s London Congress which unanimously recommended that national trade unions should pay more attention to the civil aviation industry. Only if the I.T.F. and its affiliated organizations do this will we be able to effectively represent the technical and social interests of the workers employed in civil aviation within the appropriate international agencies.

**E. Sano** (Philippine Transport Workers' Organization): I would like to briefly comment on the resolution on crew complement. Our delegation would like to endorse this resolution with certain amendments. We believe that the phrase "which are incompatible with good trade union practice" should be changed to "which are incompatible with generally accepted trade union principles". Our delegation believes that good trade union practice is debatable and depends on one's interpretation of the phrase.

**D. S. Tennant** (Chairman and Rapporteur of Civil Aviation Section): First of all, may I apologize to our German friends for the serious omission in the German text of this report. Our German friends not only attended the Section but they made a very valuable contribution to the work and I hope they will accept my apologies.

With regard to the observations made by Bro. Steldinger, I am sure the Section entirely endorses them.

Regarding the proposed amendment to the resolution, Mr. Sano is aware of the very considerable interpretation difficulties and, additionally, translation difficulties, involved in this resolution. We finally agreed on the present wording and I do not feel that Bro. Sano's amendment materially alters the resolution. I would ask him to withdraw his amendment and leave it as it was unanimously accepted, as the wording best fitted to meet the I.F.A.L.P.A. Bogota resolution.

**E. Sano** (Philippine Transport Workers' Organization): In the light of the Chairman's explanation, I would like to withdraw my proposal.

*There being no further speakers, the Report of the Civil Aviation Sectional Conference was put to the vote and adopted unanimously.*

*After the President had explained that Bro. Dekeyzer, the Chairman and Rapporteur of the Dockers' Section, had been recalled to Belgium, he requested Bro. Hildebrand to introduce the Report of the Conference.*

## REPORT OF THE CONFERENCE OF THE DOCKERS' SECTION

The Dockers' Section met in the afternoon of Thursday, 24 July, representatives being present from Austria, Belgium, Britain, British Honduras, Denmark, Finland, Germany, Greece, Grenada, Kenya, Netherlands, Nigeria, Norway, Pakistan, Philippines, Sweden and Tanganyika, as well as an observer from the United States. R. Dekeyzer was re-elected Chairman of the Section for the coming period.

### *International Dockers' Programme*

Arising out of the Report on Activities, a discussion took place on the International Programme which had been adopted by the Section two years previously in Vienna. Delegates from Greece and various African countries reported that the social conditions of port workers were still far below the standards set by the Programme. In the African countries and also in countries like Pakistan and India, the struggle for better conditions was seriously hampered by the fact that the port industry was legally defined as an essential service, which meant that strike action by the port workers was virtually impossible. The Section decided to adopt a resolution calling for recognition of the right to strike for port workers in the ports of the Kenya-Tanganyika region, and to request the Congress to adopt a resolution demanding the same for other categories of transport workers. (The text of the resolution adopted by the Dockers' Section will be found in the Annex.) The Section pledged the fullest possible assistance to dockers in less developed areas in their fight for this fundamental workers' right.

### *Productivity in the ports*

Note was taken of the principles concerning port productivity which had been adopted at the sixth session of the Inland Transport Committee of the I.L.O. (Hamburg, March 1957) and of the seminar on the subject held under the auspices of the European Productivity Agency of the O.E.E.C. (Copenhagen, October 1957), attended by representatives of the I.T.F. and I.T.F.-affiliated dockers' unions. The experience with the O.E.E.C. seminar was not altogether satisfactory, firstly because it had been confined to the labour aspect of the productivity problems, and secondly because the seminar was attended by representatives of trade union tendencies with whom effective cooperation was not to be expected. Nevertheless, there were advantages in seminars of this kind, provided they were held on a bipartite basis, in order that it be made known what contribution port employers could make to this essentially managerial problem as well as what role port workers were able and willing to play, and further provided that on the labour side seminars were confined to I.T.F. affiliates.

### *Trade union and vocational training*

The sections of the Report on Activities dealing with holiday exchanges, study tours and training of dock workers gave rise to a discussion on the value of providing dock workers, particularly those in less developed regions, with opportunities for both trade union and vocational training. As far as trade union training was concerned, it was agreed that there was here a task for both the I.C.F.T.U. and the

I.T.F. and other international trade secretariats to perform. The desirability was expressed of part of the funds placed at the disposal of the I.C.F.T.U. for trade union education, by national trade union centres and their constituent unions, being made available for the specialized tasks of the I.T.S. in this sphere. In this connection it was stressed that the taking of educational and training facilities to less developed areas, in the manner which was latterly being adopted by the I.C.F.T.U., was a more effective method than bringing people to regions like Europe and the United States for training purposes. The desirability of a centralized planning of workers' education activities was also noted.

With regard to technical training, it was agreed that visit exchange schemes or opportunities for dockers from less developed regions to visit advanced countries were likely to be advantageous and deserved encouragement. In this connection the importance of organizing such activities under trade union auspices was strongly stressed in order to protect the dockers against profit-making agencies or employer-influenced unions.

It was agreed to request the Executive Committee to consider the possibility of organizing activity of this kind under the auspices of the I.T.F.

#### *North Sea ports*

The Section learned with regret of the decision taken at a recent meeting of the Governing Body of the I.L.O. to postpone action on the resolution of the sixth session of the Inland Transport Committee concerning the holding of a tripartite North Sea Ports conference. It was decided to adopt a resolution deploring this decision and requesting the Workers' Group on the Governing Body of the I.L.O. to persist in its efforts to bring about the desired conference. (The text of the resolution adopted by the Section appears in the Annex.)

#### *Importation of dock labour into Nigeria*

Note was taken of a problem existing on the coast of West Africa and also of East Africa as a result of overseas shipping companies engaging labour for cargo handling in one port and carrying it on board for loading and unloading work in other ports. The practice dated from a time when there was often a shortage of suitable local labour in African ports, but this position no longer existed and the practice had deteriorated into one of importing cheap outside labour to displace higher paid local labour. It was agreed that the assistance of the British dockers' union should be sought in making representations to the overseas shipping companies concerned.

#### *Safety of dock work*

In connection with a proposal submitted by the Finnish union urging the need for measures to safeguard seamen and dockers against accidents during loading and unloading operations, special attention was drawn to the publication of the I.L.O. Code of Practice on the Safety of Dock Work. The I.T.F. was instrumental in securing the setting up of the I.L.O. Committee of Experts which drew up the Code, and I.T.F. representatives played a considerable role in the two meetings held by

that Committee. It was agreed that dockers' unions affiliated with the I.T.F. should do all they could to further observance of the principles and practices formulated in the Code by the laws and regulations concerning the safety of dock work, especially where standards fell short of those formulated in the Code.

#### *Coordination and integration of transport*

Note was taken of a report prepared by an I.T.F. Committee of Experts on transport policy problems at national and international level. The report was the result of several years of study into problems connected with the coordination and integration of transport by rail, road and inland waterways. In view of the proposal that other branches of transport, including seaports, should be brought within the scope of the investigation, it was agreed that a meeting of the Dockers' Sectional Committee should be held at an early date to consider the matter from the point of view of the port industry.

#### *Dockers' role in relation to the "flags of convenience" problem*

There was a long general discussion on this problem, during which views were once more exchanged on the difficulties facing dockers' unions in taking action against "flag of convenience" ships. Owing to restrictions imposed by law in some countries, by collective bargaining arrangements in others, actions of this kind were liable to involve unions in costly legal proceedings. Other resistances encountered in this connection were also referred to. No definite conclusions were reached, but it was agreed to continue the discussion at the joint meeting of the Dockers' and Seafarers' Sections to be held in the afternoon of 26 July.

#### *Sectional Committee*

The representatives present elected the following members to the Committee of the Dockers' Section:

R. Gryc (Austria), R. Dekeyzer (Belgium), T. O'Leary (Britain), E. Borg (Denmark), J. D. Akumu (East Africa), H. Hildebrand (Germany), K. Stathopoulos (Greece), R. Laan (Netherlands), M. A. Labinjo (West Africa), K. Kjøniksen (Norway), R. S. Oca (Philippines) and N. Peterson (Sweden). Unions which were not represented at the Section Conference will be invited to appoint members to the Committee in writing.

The Section finally agreed to set up a sub-committee whose task will be to keep the realization of the International Dockers' Programme under review and in particular to consider what assistance can be given to dockers' unions in under-developed regions to achieve the objectives laid down in the Programme. For practical reasons it was agreed that the sub-committee should consist of five members drawn, one each, from Belgium, Britain, Germany, the Netherlands and Scandinavia.

R. DEKEYZER, *Rapporteur.*

#### *Resolution on Right to Strike for Dockers in Colonial Territories*

This Conference of the Dockers' Section, meeting in Amsterdam on 24 July 1958, during the Biennial Congress of the I.T.F.;

Having heard once again reports of the backward social conditions



obtaining in the ports of East Africa, notably in the port of Mombasa in Kenya and the ports of Tanga and Dar-es-Salaam in Tanganyika;

Noting that the workers in these ports are denied the right to strike through the fact of the port industry coming within the scope of the Essential Services Order;

Noting further that the same method is adopted for denying the right to strike to other categories of transport workers and other workers in colonial territories;

Observing that the right to strike is a fundamental trade union right and indispensable to the defence of workers' rights and the raising of social standards;

Deplores the use of the port industry as an essential service as a pretext for depriving dock workers in colonial territories of a right recognized in socially advanced countries and laid down in I.L.O. Convention No. 87 concerning freedom of association and right to strike;

Pledges all possible support to the trade unions of dock workers in the territories concerned in their efforts to win the right to strike and to improve the working and living conditions of their members;

Requests the Congress of the I.T.F. to consider the desirability of taking similar action on behalf of the workers of other branches of transport who are at present denied the right to strike by application of the Essential Services Order in colonial countries.

#### *Resolution on North Sea Channel Ports*

This Conference of the Dockers' Section, meeting in Amsterdam on 24 July 1958, during the Biennial Congress of the I.T.F.;

Having learned that the Governing Body of the I.L.O. at its last meeting postponed action on the resolution adopted at the sixth session of the I.L.O. Inland Transport Committee (Hamburg, March 1957) and calling for the holding of a tripartite conference for the North Sea Channel ports;

Considering that this negative attitude is another example of a concerted plan on the part of employers' circles to prevent effective functioning of the I.L.O. and its organs, such as the Inland Transport Committee and other Industrial Committees of the I.L.O.;

Deplores this shortsightedness of employers' circles and of government circles which support them in their designs;

Expresses its great appreciation of the assistance rendered by the Workers' Group of the Governing Body of the I.L.O. in trying to bring about a more enlightened policy and the hope that the pressure in favour of a tripartite conference for the region concerned will be maintained at every possible opportunity.

**H. Hildebrand** (German Public Services and Transport Workers): I have only a few words to say. With regard to the first section, I would like to refer particularly to the remarks made by both Bro. Becu and Bro. Kummernuss concerning our relations with the underdeveloped countries. So far as the Dockers' Section is concerned, I should like to stress something which has been said many times, namely, that we

must do everything within our power to assist our colleagues in ports throughout the whole world. When we think back to the beginnings of the dock workers' trade union movement and compare it with what has been achieved in 1958, I believe that we have reason to feel well satisfied, even if we have not been able to achieve a substantial improvement in the living standard of every docker. It is constantly being said, not merely privately, but also in open conference, that if we are going to follow good trade union policies, we must improve not only the wages of our friends in the underdeveloped countries but also their social conditions. That is why these problems were dealt with in such detail by our Section.

Turning to the second section, I would like to draw particular attention to the slogan which has been creeping in recently to the effect that there must be a far quicker turn-round in seaports. We who are employed in the port industry feel that we should make a contribution to this development. However, one cannot refer to a continual increase in productivity, to technical developments and above all to improved working methods without taking into account the living standards of our dockers. There is no doubt that a very large number of our dockers are now being physically overburdened. It is completely wrong that a docker's working life should virtually come to an end between the ages of 45 and 50. Although we see that a productivity agency in Paris has apparently set itself the task of bringing workers, employers and government representatives together to discuss these problems, we feel that the I.T.F. should be able to look after the interests of the dockers adequately. We are concerned at the way in which public funds are being spent to decide how we should work and how we should increase our productivity. I ask Congress to accept this Report.

**R. Laan, Jr.** (Netherlands Inland Transport Workers' Union): I should like to draw attention to the fact that it had been intended to hold a meeting of the Dockers' Sectional Committee during Congress to deal with transport problems from the point of view of the port industry. Unfortunately, this did not prove possible, but I think we ought not to lose sight of the matter. I would therefore suggest that we should try to arrange for such a meeting to be held in the autumn.

*The Report of the Dockers' Sectional Conference was then adopted unanimously, after which the President called upon Bro. de Vries to introduce the Report of the Fishermen's Sectional Conference.*

### **CONFERENCE OF THE FISHERMEN'S SECTION**

The Fishermen's Section met on Friday morning and was attended by representatives from Belgium, Denmark, Finland, Germany, Great Britain, Iceland, Japan, Netherlands, Norway and the U.S.A. (National Maritime Union and American Radio Officers' Association). Two members of the I.T.F. Advisory Committee of Transport Experts were also present. P. de Vries (Netherlands) was re-elected Chairman of the Section.

At the opening the Chairman honoured the memory of Ingvald Haugen, who had recently died after a lifetime of dedication to the interests of fishermen and seamen, both in his native country, Norway, and in the I.T.F.

### *Report on Activities*

The Section's Report on Activities for 1956-57, as well as a Supplementary Report for the period from January to July 1958, was approved after a discussion in which various topics were touched upon.

### *Territorial Waters*

In a discussion on the results of the United Nations Law of the Sea Conference the Section re-affirmed the policy formulated by the Section on the question of territorial seas at its last conference (Bergen, Norway, September 1957), expressing adherence to the principle of the three-mile limit, but adding that a certain degree of flexibility was desirable in the case of countries whose national economies were particularly dependent upon fish conservation, always provided that any changes in existing demarcations should not be made unilaterally but by international agreement.

The two members of the I.T.F. Advisory Committee of Transport Experts also took part in the discussion on this question, on which no result had been achieved at the U.N. Conference. Attention was drawn to the fact that the closing of fishing grounds to countries which had hitherto operated there was to the long-term disadvantage of fishermen, even if there were short-term advantages in the case of those who received a substantial part of their earnings in share money.

Changes in fishing ground limits had effects upon fish prices, tending to reduce them where they resulted in increased fish supplies and to raise them where supplies were curtailed, with consequential effects upon fishermen's earnings and upon price levels generally. Real wages were the ultimate criterion for measuring the workers' standard of living.

The question, as indeed all discriminatory measures, also had a bearing on the concept of a Free Trade and Common Market Area. Curtailment of fishing rights was not consistent with a liberalization of the trade in fish.

The Section then adopted a resolution once more expressing the already-mentioned policy of the fishermen united in the I.T.F. towards the problem of territorial waters. (The full text of the resolution appears in the Annex.) As the seafarers were also interested in the question of the territorial seas, it was agreed that the conference of the Seafarers' Section should be invited to associate itself with the principle of the three-mile limit.

It was also agreed that information on the issue of territorial rights and its bearing on the position of fishermen would be supplied by one of the experts attending the meeting and made available, either in the form of an article in the I.T.F. journal or by circulation to affiliated unions.

### *Safety at Sea*

The Section noted the special dangers of the fishermen's occupation and the use of new types of fishing vessel and fishing techniques. There had been numerous casualties among fishing boat crews of late, and the importance of equipping vessels with the up-to-date safety devices was

strongly stressed. The question of safety at sea was dealt with in the new International Fishermen's Programme and it was agreed that the Secretariat of the I.T.F. should collect and distribute information and photographic material on the subject to affiliated unions.

#### *42nd International Labour Conference*

Great satisfaction was expressed at the results of the recent International Labour Conference, which had adopted in first reading three draft conventions concerning fishermen's conditions, one fixing fifteen years as the minimum age for admission to the fishing industry, one concerning medical examination of fishermen and one concerning articles of agreement for fishermen. In addition the I.L.O. Conference had adopted, unanimously, a resolution requesting the Governing Body of the I.L.O. to set up a special committee, in order that fishermen's questions might be dealt with more regularly in the I.L.O. in future. In recording its satisfaction, the Section expressed the hope that as many affiliated unions as possible would seek representation on the national delegations which attended next year's session of the International Labour Conference, when the final decision has to be taken on the already-mentioned three draft conventions, and that governments would see to it that national delegations were composed of people with expert knowledge of conditions in the fishing industry.

P. DE VRIES, *Rapporteur*.

#### *Resolution Concerning Territorial Waters*

The 25th Congress of the International Transport Workers' Federation, held in Amsterdam from 23 July to 31 July, 1958;

Having taken cognizance of the results of the United Nations Conference of Plenipotentiaries on the Law of the Sea which took place in Geneva from February to April, 1958;

Observing that one of the principal objectives, namely to reach agreement on the question of territorial waters, has not been achieved; and

Noting the proposal to refer the matter to a future conference of the United Nations;

Considers that the said objective is jeopardized by this postponement as certain governments threaten in the meantime to take unilateral action;

Regards the views expressed by some of the participants in the United Nations Conference as contrary to the interests of fishermen and seafarers, of the fishing and maritime industries, and of the public in general;

Deems it to be subterfuge on the part of some of the governments concerned to demand an extension of the three-mile zone on the grounds of fish preservation when they contemplate applying protective measures to fishing operations of foreign countries only;

Regards measures of this kind as tantamount to discrimination and contrary to the spirit of the freedom of the seas;

Holds that retrograde action in the form of protectionist measures

are particularly deplorable at a time when various schemes for abolishing economic barriers between nations are taking shape;

Emphasizes that the living standards of the workers of the fishing industry of various countries would be threatened by unilateral limitation of fishing grounds;

Considers also that protectionist measures of this kind would not, in the long run, be conducive to raising the conditions of the workers generally in the countries concerned;

Maintains, on the contrary, that an over-supply of fish in some countries and a shortage of fish in others would, under the stabilization schemes existing in various countries, have serious repercussions on the well-being of the fishing communities of the world;

Fears that unilateral restriction of fishing possibilities by one country may lead to retaliation on the part of other countries in the form of denial of free access to their markets, resulting in the loss of export opportunities on the one side and the curtailment of fish supplies on the other;

Urges that no infringement of the status of seafarers in general, such as would result from a unilateral extension of the three-mile zone, should be tolerated;

Calls upon the member-unions of the I.T.F. and upon workers' organizations generally to bring home to their governments the views expressed in this resolution and to stand for strict adherence to the law of the sea as embodied hitherto in the world-wide and traditional observance of the three-mile zone.

**P. de Vries** (Chairman and Rapporteur of Fishermen's Section): It is a special pleasure for me to present the report of the Conference of the Fishermen's Section. As clearly stated in the report, we have been able to do quite a lot for the workers of this Section during the past two years. The details are to be found in the reports, so I propose to refer to them very briefly.

An important task performed during the period has been the revision of our International Fishermen's Programme. The first Programme of this kind was adopted by the I.T.F. in Oslo in 1948, and it has been the basis of our Section's activities. Our good results are due in no small way to the efforts of the I.T.F. The revised Programme has been adopted as a result of two Section Conferences and there are grounds for hoping that further good results may be achieved in the future. The results were achieved first and foremost through the I.L.O. and the good work of their Committee of Fishery Experts to which I referred previously.

This preparatory work culminated in the 42nd I.L.O. Conference in Geneva last June which adopted the drafts of three fishermen's conventions on: minimum age, medical examinations and articles of agreement for fishermen. Another particularly important result was the adoption of a resolution calling for the setting up of a special committee which we hope will lead to greater continuity in the attention given to fishermen's questions in the I.L.O. and in the end to a considerable improvement in fishermen's social conditions.

A further development was the holding of the U.N. Law of the Sea Conference this spring. Its objective, to bring about a unification of International Maritime Law, was of obvious importance to the fishing and maritime industries. Another issue discussed there was the controversial question of territorial waters. So much has appeared in the press about this matter that I need not enlarge on the fishermen's interests. We had a very interesting discussion on this in the Section Conference and I think the policy formulated shows we are aware of the special difficulties facing countries whose economies are specially dependent on the fishing industry. A special resolution is being introduced on the subject and I hope that this important resolution and the report meets with the unanimous consent of Congress.

**J. Sigurdsson** (Icelandic Sailors' & Fishermen's Union): In view of the decision on territorial waters adopted in Iceland and in view of the resolution presented here, I would like to say that I shall abstain from voting on the resolution.

*The President then put the Report of the Fishermen's Section to the vote, it being adopted with one abstention. He then asked Bro. L. White to introduce the Report of the Joint Conference of Seafarers' and Dockers' Sections.*

#### **REPORT OF THE JOINT CONFERENCE OF THE SEAFARERS' AND DOCKERS' SECTIONS**

The Joint Conference of the Dockers' and Seafarers' Sections was held on Saturday, July 26.

Present were delegates representing the following affiliated organizations: Austrian Transport Workers (Dockers); Belgian Transport Workers (Dockers and Seafarers); British Honduras (Seamen); Danish Transport Workers (Dockers); Danish Ship's Firemen; Estonian Seamen; Finnish Motor Drivers (Dockers); Finnish Seamen; German Transport Workers (Dockers and Seafarers); British Merchant Navy Officers; British Transport and General Workers (Dockers); British National Union of Seamen; Greek Seamen; Greek Dockers; Grenada Seamen and Waterfront Workers; Icelandic Sailors and Fishermen; Maritime Union of India; Israel Seamen; Japanese Seamen; Kenya Dockers; Netherlands Transport Workers (Dockers); Netherlands Seafarers; New Zealand Cooks and Stewards; Norwegian Seamen; Norwegian Mates; Norwegian Transport Workers (Dockers); Pakistan Transport Workers (Dockers and Seamen); Philippine Transport Workers (Dockers and Seamen); Swedish Seamen; Swedish Transport Workers (Dockers); Swedish Masters and Mates; Swedish Stewards; American Radio Association; National Maritime Union of America; Seafarers International Union of North America.

Also present were Omer Becu, General Secretary, Lawrence White, Special Officer and J. F. Soares, Asian Regional Representative.

Attending as Observer was W. Gleason of the International Longshoremen's Association.

Tom Yates (Seamen, Great Britain), was unanimously elected to the Chair.

Tom Yates (Seamen, Great Britain), in initiating the discussion said there was but one item on the agenda, but it was of such importance that it merited the closest and serious consideration of the delegates. Panlibhonco tonnage had reached alarming proportions, causing real concern to the traditional maritime countries and constituting a veritable threat to their economies. A solution had to be found and it was his hope that the conference would find one.

Lawrence White (Special Officer), referred to decisions arrived at at the London and Geneva meetings and to discussions on the subject at the meetings of the Executive and the International Fair Practices Committees. At these meetings, it was generally agreed that the I.T.F. policy against Panlibhonco shipping was basically correct but, that in the light of changed conditions, a review was called for, the Dockers and Seafarers Sections, meeting just before the conference, having reached similar conclusions. The opinion was expressed that the campaign should be intensified, subject to the concurrence of the docker friends, on whom would fall the responsibility of implementing decisions taken.

Many speakers participated in the discussion that followed, including representatives of dockers' unions in Belgium, Netherlands, Germany, Great Britain, United States and Finland, all of whom agreed with the need to enforce a more rigid boycott.

The final decision of the conference was to operate a general boycott of all Panlibhonco ships—other than those covered by collective agreements—leaving the time of boycott and other details connected therewith, to be worked out by the International Fair Practices Committee.

During the discussions speakers pointed to some difficulties that might be encountered in operating the boycott, but the consensus was that these were not insurmountable and flexibility of operations would be considered.

W. Gleason (Observer, I.L.A.), whose union's application for membership is yet to be considered, told of his organization's interest in the problem and pledged, on his union being admitted to membership, the fullest support of all dockers in America in the I.T.F.'s campaign against Panlibhonco shipping.

The Conference adopted by unanimous vote three resolutions: The first called for the convening of a meeting of government, ship-owners' and seafarers' representatives, at least in the Northern European countries, to work out a common policy to be adopted to combat the menace of Panlibhonco shipping and to consider the possibility of making a multilateral approach to the Government of the United States on the matter.

The second called upon I.M.C.O. or any other appropriate international agency, in consultation with shipowners' and seafarers' representatives to give consideration to the matter of finding an agreed definition of the term "genuine link".

The third, declared the intention of Congress to continue the general campaign against Panlibhonco ships and furthermore its intention to

operate a general boycott of such ships, leaving the time and other details of boycott action to be worked out by the International Fair Practices Committee. Excluded from boycott action would be ships covered by collective agreements.

The resolution also called upon the I.C.F.T.U. to support such boycott action by directing the attention of its affiliates to action contemplated.

The conference re-elected to membership of the Fair Practices Committee all the retiring members, reserving one seat for a nominee of the United States dockers' unions.

*Resolution on Intensification of I.T.F. Campaign*

That this joint meeting of dockers and seafarers during the 25th I.T.F. Congress (*Amsterdam, 1958*)

Declares for the continuance of the campaign against Panlibhonco ships and also declares its intention of operating a general boycott of such ships; leaving the time and other details of the boycott to be worked out by the International Fair Practices Committee, and

Declares further that the campaign will be directed against all such ships for which there exists no collective agreement recognized by the I.T.F. wherever such ships are registered.

This meeting of dockers and seafarers also calls upon the I.C.F.T.U. to support this action by directing the attention of all their affiliated organizations to it and by any other practical measures. ✓

*Resolution for International Meeting*

Acknowledging that the continued operation and expansion of Panlibhonco shipping adversely affects traditional maritime shipping, and thereby threatens seafarers' standards everywhere; and

Acknowledging that all traditional maritime countries are adversely affected to a greater or lesser degree by this development, and

Acknowledging the fact that present United States government policy openly encourages Panlibhonco registrations;

This I.T.F. Congress meeting in Amsterdam calls for consideration to be given to the arranging of a meeting of government, shipowners' and seafarers' representatives at least in the Northern European countries, to work out a common policy on measures to be adopted to combat this menace, including the possibility of a multilateral approach to the United States government on this matter.

*Resolution on "Genuine Link"*

Considering the I.L.O. Recommendation on the Social Conditions and Safety of Seafarers, in relation to registration of ships, and

Considering the necessity of taking further action designed to protect the interests of seafarers and to eliminate the threat to traditional national shipping industries from Panlibhonco ships, and

Considering the adoption at the United Nations Law of the Sea Conference of the principle that there should exist a genuine link between the State and the ship; and



Considering further the necessity of having agreement on what the genuine link should be to facilitate multilateral action being taken;

This Congress of the I.T.F. meeting in Amsterdam, calls upon I.M.C.O. or any other appropriate international agency in consultation with shipowners and seafarers to give consideration to the matter in order that an agreed definition of the term "genuine link" can be adopted.

**L. White** (I.T.F. Special Officer): In presenting the report of the joint meeting of the Dockers' and Seafarers' Sections, I think it is very important to recognize that the decisions arrived at at the joint meeting illustrate very clearly the two-fold activity which the I.T.F. now is conducting against the Panlibhonco shipping. It is ten years since the I.T.F. began its campaign against this type of piratical shipping operation and although all our activities thus far have not succeeded in reducing the amount of tonnage registered under these flags, there is no doubt whatsoever that our continuous operations certainly have succeeded in focusing attention on the problem by governments, international agencies and industrial organizations. The two lines of activity which are illustrated in this report are, firstly, industrial action and secondly, intensification of attention from governments, etc.

On the industrial side, the dockers and seafarers unanimously agreed to operate a general boycott of Panlibhonco ships at a time to be decided by the International Fair Practices Committee. This decision illustrates our continued determination to do everything possible to get rid of this menace to seafarers' and dockers' standards.

The second resolution, calling for a further definition of the "genuine link", can bring about a situation which will give governments an opportunity to deal with ships registered in countries accepting no responsibility whatsoever for these ships' operation, safety standards, etc.

The third resolution is really designed to formulate policy in the Northern European countries so that an approach can be made to the U.S. Government in an effort to obtain some change in their policy which, up to the present time, is encouraging registration of ships in Panlibhonco countries. The U.S. trade unions have opposed this policy all along the line. If we can get the tripartite conference called for, then we can take a step towards getting the U.S. to recognize what danger there is in pursuing their present policy.

*The Report of the Joint Conference of the Seafarers' and Dockers' Sections was then unanimously adopted. The President then announced that all Section Reports had now been dealt with.*

*Following a short adjournment, Congress reassembled and voted on the resolution on the I.T.F.'s Transport Policy Problems at National and International Level. The following was adopted unanimously:*  
*Resolution on Transport Policy*

This Congress of the International Transport Workers' Federation, held in Amsterdam from 27 July to 31 July, 1958,

Welcomes the Report of the I.T.F. on problems of transport policy at national and international levels as calculated to serve as a guidance

to unions affiliated with the I.T.F. in their efforts to bring about real cooperation between the means of transport.

Congress notes that this report in its first part on the coordination of inland transport shows a basic conception which will serve as a guidance to affiliated unions on both the national and international planes. The exposition in the second part of special problems of coordination and in the third part of transport problems arising in the course of the economic integration of Europe will enable the unions further to handle these problems and to come to a mutual viewpoint stretching beyond national boundaries, thus facilitating the creation of the common European transport market for which the I.T.F. unions are striving.

Congress requests the Executive Committee to create appropriate regional machinery for the continued discussion of these problems at European level which will guarantee cooperation within the "I.T.F. Common Market Transport Committee" as well as ensure attention to the transport problems of other European countries and affiliated organizations.

Congress calls upon national governments and international institutions to provide I.T.F.-affiliated unions (having regard to their strength and the importance of transport problems) with appropriate representation within the framework of moves towards European economic unification and thus demonstrate that the aim of European unification is to promote the welfare of the working man.

**The General Secretary:** I would like to announce that the Executive Committee has received two resolutions on freedom of association in Argentina and Ecuador. Though the resolutions were submitted rather late, the Executive Committee decided to consider them in view of the fact that our friends were not fully aware of Congress procedure—this being their first time at Congress. The Committee recommends that Congress adopt these resolutions.

*Congress unanimously adopted the following resolutions:*

*Resolution on Ecuadorean Railwaymen's Problems*

Whereas the Railwaymen's Federation of Ecuador was affiliated with the I.T.F. as far back as 1949, although at a later date it practically ceased to function owing to the special political circumstances which prevailed in Ecuador for several years;

Whereas the Railwaymen's Union "Eloy Alfaro", the most important of those forming the old Federation, has been recently reconstructed, after it was arbitrarily disbanded by the regime of the former President Velasco Ibarra;

Whereas the I.T.F. has in the past given its fullest support to the democratic elements who have been responsible for the reorganization of the union;

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Trusts that the Ecuadorean Courts of Justice will speedily settle

the claims put before them by many of the 1,500 workers dismissed from the railways because of financial difficulties;

Recognizes that both the President of the Republic and the Minister of Public Works are favourable to the strengthening of the free labour movement in Ecuador, particularly in the field of transport, thus including the railways;

Notes, however, that the Railwaymen's Union "Eloy Alfaro" is being prevented from carrying on its normal activities because of the difficulties put in its way by the Management, whose attitude is even contrary to Ecuadorean social legislation;

Respectfully requests the President of the Republic, the Minister of Public Works and the Manager of the Railways, to grant the Railwaymen's Union "Eloy Alfaro" the facilities afforded to it by the Ecuadorean Labour Code and Constitution, so that the union may, at the earliest opportunity, regain its former status and strength;

The Congress further expresses its firm determination to continue to support its former affiliate until the latter is fully recognized by the Railway Management and is therefore granted the opportunity to discuss, on terms of equality, the numerous grievances it has concerning the treatment it now receives from the Railway Management.

#### *Resolution on Trade Union Freedom in Argentina*

Whereas the I.T.F. Secretariat has had reliable information concerning attempts made by bodies and persons connected with undemocratic ideologies to dominate the free trade union movement in Argentina once again; and

Whereas legislation now under consideration by the Argentinian Government threatens in its draft form to interfere with the autonomy of the free labour movement;

This Congress of the I.T.F., meeting in Amsterdam from 23 July to 31 July, 1958,

Supports the struggle now being waged by the democratic Argentinian trade unions and in particular by the I.T.F.-affiliated railwaymen's organization "La Fraternidad", to retain their freedom and not to allow reactionary forces to carry through their plans to usurp them; further

Congress demands that the present draft legislation on trade union activity should be subjected to a full discussion by the Argentinian legislative bodies, and that the views of the Argentinian free trade unions should be taken into full consideration during the discussions; and

Holds that any statute resulting from their deliberations should leave the unions' control over their own destiny completely unimpaired; finally

Congress resolves that the widest possible publicity should be given to this resolution and that it should be passed to the Government of Argentina.

*Bro. Becu then spoke with deep gratitude of the work done for the I.T.F. by the I.T.F.'s former colleagues and friends, Lily Krier of Luxembourg; Karl Weigl, Austria; Johan Brautigam, Netherlands; G. Joustra, Netherlands; J. Jarrigion, France; A. Thaler, Austria; and A. Treurniet, Netherlands. Each of them was presented with the Gold Badge of the I.T.F. in token of its gratitude.*

*Bro. Becu then announced that there were two candidates for the Executive Committee from Great Britain. Since the I.T.F. Constitution stipulated that there should be only one candidate per country, Congress held a special election to select the British candidate. The two candidates were Bro. Cousins and Bro. Greene.*

*The Congress then unanimously adopted the following nominations for the Management Committee: A. Hallworth (British Associated Society of Locomotive Engineers and Firemen), D. S. Tennant (British Merchant Navy and Air Line Officers' Association), W. J. P. Webber (British Transport Salaried Staffs' Association), and T. Yates (British National Union of Seamen).*

*The following were then unanimously accepted as auditors: R. Gunter (British Transport Salaried Staffs' Association) and C. W. Evans (British National Union of Railwaymen).*

*The Congress then unanimously re-elected Bro. Becu as General Secretary.*

**The General Secretary:** I would like to thank you all most sincerely for the confidence you have shown in me by re-electing me as your General Secretary. I am fully aware of the responsibilities that this carries with it. I can only promise that I shall continue to serve the transport workers of the world to the best of my ability. When the next Congress is held, I hope that I shall have been able to prove worthy of your confidence. Thank you very much.

*Congress then unanimously agreed that the headquarters of the I.T.F. should remain in London.*

*As no suggestion had yet been made for the venue of the 1960 Congress, the Congress agreed to the President's suggestion to leave the decision to the Executive Committee.*

**J. Brautigam:** On behalf of all of us who have the honour to be guests at your Congress, I would like to thank you, the Executive Committee, and our hosts—the Dutch unions, for having us. As the oldest of the I.T.F.'s former members, I have followed every movement of the I.T.F. and have wished it well. Fifty-four years ago—in 1904—I attended another I.T.F. Congress in Amsterdam. At that time we were in a small hall, with few delegates and countries represented, and with no Minister to welcome the Congress. Since that time, the I.T.F. has not only become a strong body but also a highly respected body, able to influence both employers and governments. We are all pleased to witness your continued development and hope you will bring about the unity of transport workers all over the world, and wish you success in bringing about freedom, peace and prosperity.

**H. Düby** (Swiss Railwaymen's Union): I have the great honour on behalf of the Executive Committee and of the whole Congress to say a few words to our friend and President, Hans Jahn. Bro. Jahn came here as President of the I.T.F. and now that we are taking leave of him in that capacity, I feel that we should take a brief look at the career of this great railwayman and socialist.

At the age of 18, when he was a young blacksmith, Hans Jahn was already active in the trade union and political field. He can now look back on 55 years of active service to the labour movement. Shortly after the First World War, Hans Jahn was already working as an organizer in the former German Railwaymen's Union and in 1933, when Hitler took over the German trade unions, he immediately began illegal activity. This lasted until the Nazis caught up with him in 1935 and he and his brave wife had to escape to Holland. He spent periods in Amsterdam, Antwerp and Luxembourg until the events of the war forced him to flee via Spain to Portugal and later to London. His wife, Friedel, however, did not succeed in escaping and was moved from prison to prison before spending the five most terrible years of her life in Ravensbrück concentration camp. We would like to take this opportunity of telling her too how much we admire the courage which she showed during this period. Hans Jahn himself again took up underground trade union work from London and, together with Edo Fimmen, issued an illegal German trade union newspaper. At the end of the war, he immediately went back to Germany to help in reconstructing his railwaymen's union, of which he became First President. He was also politically active; since 1948, he has been a member of the German Federal Parliament and for some years has also acted as Vice-President of the German Federal Railways. In addition to his outstanding work within his own organization and in the German Federation of Labour, he was above all active in our own I.T.F. During the war, he was a member of the provisional General Council and at the Stuttgart Congress of 1950 he became a member of the Executive Committee. In 1954, he was elected as Vice-President, and in May 1955, following the death of our unforgettable colleague Arthur Deakin, he became acting President, being confirmed in this position at the 1956 Congress.

The thing that we most admire about Hans Jahn is his unswerving loyalty to the principles of democracy. Throughout the whole of his life, he has fought in both word and deed against dictatorship in any form. For that we are particularly grateful to him. In his own country his services have been recognized by the award of the Grand Order of Merit of the Federal Republic. During the years of dictatorship and war, he continued to keep alive contacts with the free world and after the collapse of that Third Reich of such unsavoury memory, he set about the task of recreating the German trade unions with unexampled vigour and determination. Bro. Jahn can be particularly proud of his work in building up the German Railwaymen's Union.

We express our gratitude to the retiring President of the I.T.F. for his courage during the difficult years of oppression and war and we thank him for his loyalty to the international trade union movement as

a whole and to the I.T.F. in particular. We wish him and his wife Friedel many more happy years together.

In the name of the Executive Committee, dear Hans, I have great pleasure in presenting you with the Gold Badge of the I.T.F.

**W. J. P. Webber** (British Transport Salaried Staffs' Association): On behalf of the Congress, I would like to support the vote of thanks to our retiring President, Hans Jahn. Indeed it is extremely difficult to add to Hans Düby's brilliant tribute to him.

It is always difficult to say goodbye and one is disposed to be rather nostalgic as memories come flooding in. Here we are speaking of a man who has given over half a century of service to the labour movement. He has brought complete sincerity, complete loyalty and amazing courage to everything he has undertaken on our behalf.

Hans Jahn will stand as a remarkable example for those who come after him and I hope those of us of a later generation will take pride and comfort in the knowledge that he served through very difficult periods. The road is easier for us and we ought to have as much courage through our difficulties as he had through his.

There is a British poem which says, "Grow old along with me, the best is yet to be", and I believe that this is true for Hans Jahn. The memories of the years will come flooding back in his retirement—a long retirement, I hope. He will find that it was all worth while and that he did a job that only he could do.

There is another British poem which says, "From peaceful homes and first beginnings out to the undiscovered ends there is nothing worth the care of living but laughter and the love of friends". And Hans Jahn can be assured that in his retirement he will have the love of innumerable friends who are grateful that he lived and grateful that he served the I.T.F.

**S. de A. Pequeno** (Brazilian Confederation of Inland Transport Workers): The representatives of Latin America could not let this opportunity pass without congratulating you, Bro. Jahn, on behalf of the Latin American workers and organizations, for the magnificent work you have done as President of the I.T.F. When we elected you President, we already knew of your past work, your courage and your ceaseless defence of democracy. Now on your retirement, we hope we can find a worthy replacement to distinguish this office, as you have done.

**The President:** I had no idea what was going to happen here but now of course I do. I must let you decide whether all the nice things which have been said about me are true. I have considered it my duty to remain faithful to the trade union movement to the last and I have tried to fulfil that duty with the support of my wife Friedel.

I would like to ask my friends Düby, Webber and Pequeno to come to the platform once more as Bro. Becu has arranged for a photograph to be taken.

*After the photograph was taken, the President called upon Bro. Yates to report the results of the election for the British delegate to the Executive Committee.*

**T. Yates** (British National Union of Seamen): The total votes received were 2,280,200; not collected 6,700, abstentions 71,600; Mr. Cousins—1,553,300; Mr. Greene—1,188,600. You will see from the figures that Mr. Cousins is elected British delegate.

*Before the vote on the membership of the Executive Committee, the General Secretary pointed out that six of the thirteen candidates were railwaymen and, as the Constitution provided that no Section could hold more than half the seats on the Executive, and as the Executive was to consist of ten members, one of the railway representatives would have to be eliminated. Brother Bono (Argentina) then volunteered to withdraw his name, leaving twelve candidates including five railwaymen. Congress then voted and adjourned at 12.15.*

# Thursday, 31st July, 1958

## Afternoon Session

*The session opened at 2.30, and the President called upon Bro. Yates to announce the results of the election of the Executive Committee.*

**T. Yates** (British National Union of Seamen): It is my pleasure on behalf of the scrutineers to report the result of the ballot. Valid votes cast were 2,641,900; spoilt papers 5,000; not collected 5,800. I will now give you the number of votes cast for each member who was standing for election: F. Cousins (Great Britain), 2,641,500; H. J. Kanne (Netherlands), 2,635,900; F. Laurent (France), 2,597,400; A. E. Lyon (U.S.A.), 2,594,900; H. Düby (Switzerland), 2,593,100; R. Dekeyzer (Belgium), 2,592,900; P. Seibert (Germany), 2,547,900; J. Matejcek (Austria), 2,540,600; G. Hauge (Norway), 2,270,600; S. Klinga (Sweden), 2,003,600; E. Borg (Denmark), 1,290,100; J. Knight (Grenada), 86,500. It would thus appear that the elected members are Bros. Cousins, Kanne, Laurent, Lyon, Düby, Dekeyzer, Seibert, Matejcek, Hauge and Klinga.

**The President:** I thank Bro. Yates for his report and note that the new Executive Committee has now been duly elected. I congratulate the members of the Committee and wish them all success in their work.

Now that we have reached the end of our work it falls to me to say a few last words to close the Congress. I am extremely grateful for the excellent discipline and spirit of cooperation shown by all delegates, which has enabled us to finish more quickly than had been anticipated.

I would also like to thank the members of the Dutch Congress Preparatory Committee, who worked so well and so efficiently under the leadership of our good friend Kieboom, as well as the other Dutch colleagues who did so much to make this Congress a success.

Nor should I omit to express the gratitude of the whole Congress to our General Secretary both for his work in preparing the Congress and his indefatigable activity during it. I should also like to thank the I.T.F. staff and all those who worked in the Congress Secretariat—including five members of the I.T.F.'s pre-war staff—the interpreters and translators, the technical personnel, and our friends from Press and radio who gave our proceedings such world-wide publicity. To all of you, I say thank you!

As trade unionists we have set ourselves the task of striving for social security and social justice throughout the whole world. When we have achieved those twin aims we will have attained the greatest goal of mankind, for then no nation or individual will think of trying to benefit from war or the oppression of their fellow human beings. That is why I think we can justly claim that through our work within the I.T.F. we serve the cause of world peace. In fact, I would go further and say that we are the best guarantee and the strongest bulwark of peace in the world today.



We know no difference between black and white, we are all brothers united in our efforts to secure universal social security and social justice. The knowledge that we are capable of freeing the world from the fear of war should spur us on to even greater effort. The weapons which technical progress have forged are now able to destroy the whole world. We, however, are trying to make sure that technical progress is used for peaceful ends, so that our goal can be enjoyed by all mankind.

That has been the whole theme of our Congress. The really wonderful thing about our movement is that we can now go back to our own homes with the thought that we have been working, not merely for the transport workers, but for the whole of mankind. That is why I feel that you, the delegates to this 25th I.T.F. Congress, deserve the thanks of all those who long to live in peace, of all those who do not want to live just to work, but to work in order that they can live as human beings.

I think, dear colleagues, that I am well justified in expressing the hope that the I.T.F. in the future as in the past, will remain in the vanguard of the international trade union movement. It will surely do so if the spirit which has been demonstrated at this Congress is reflected throughout the whole of our movement and if every member is ready to make any sacrifice to achieve our great aims.

In that spirit, I think that I can now declare this 25th Congress of the International Transport Workers' Federation as closed.

*Congress closed at 3.0 p.m.*



<i>Country and Organization</i>	<i>Delegates</i>	<i>Advisers</i>
<b>Denmark</b>		
Dansk Jernbane Forbund (railwaymen)	P. Madsen H. Hansen N. A. Jensen	J. C. Kristensen
Dansk Lokomotivmands Forening (locomotivemen)	S. Sunesen K. B. Knudsen	
Sømaændenes Forbund i Danmark (seamen)	Sv. From Andersen B. Petersen	
Dansk Arbejdsmands Forbund (transport workers)	B. Christensen E. Borg E. Winther	
Søfyrbødernes Forbund i Danmark (firemen)	H. E. Rasmussen	
Dansk Lokomotivmands Forbund (priv. locomotivemen)	K. Hansen	
<b>Estonia (exile)</b>		
Eesti Meremeeste Union (seafarers)	N. Metslov	
<b>Finland</b>		
Finska Järnvägsmannaförbundet (railwaymen)	O. Koski R. Tuori	Miss Kotiranta
Finlands Lokmannaförbund (locomotivemen)	G. W. Widing E. Järvi	
Finlands Bilbranscharbetareförbund (motor drivers)	S. Koutio	E. Vainio
Finlands Sjömans-Union (seafarers)	O. Aarnio N. Wälläri B. Johansson	
<b>France</b>		
Fédération Syndicaliste F.O. des Cheminots (railwaymen)	F. Laurent R. Degris	
Fédération des Travaux Publics et des Transports F.O. (civil aviation)	A. Lafond R. Lapeyre	J. Dô Y. Bourgoïn
<b>Germany</b>		
Gewerkschaft der Eisenbahner Deutschlands (railwaymen)	H. Jahn Ph. Seibert F. Schreiber P. Pröh F. Berger J. Friedel H. Frieser H. Pohland Miss L. Raupp K. Weiss O. Herr W. Kugler H. Loheide O. Rommel G. Schäfer W. Burmester J. Quadflieg	X. Bruckschläger B. Kempf G. Kühn K. Mantel H. Tröndle H. Braun P. Distelhut F. Schneider K. Laun J. Mirsberger E. Amft G. Magnus H. Steinacker K. Roth W. Mikkelsen
Gewerkschaft Oeffentliche Dienste Transport und Verkehr (transport workers)	A. Kummernuss H. Hildebrand O. George J. Steldinger W. Bruckmann M. Orb A. Dreeke A. Ohlenschläger A. Graf	F. Koch W. Nagel E. Seidel E. Hoffmann A. Buschkamp F. Thier G. Kugoth Dr. K. Kühne W. Edeler A. Nicolaisen H. Scheiermann

Country and Organization	Delegates	Advisers
<b>Ghana</b> Government Transport Workers' Union Ghana U.A.C. Lighterage Employees' Union Adra Brothers Transport Workers' Union Kumasi Municipal Workers' Union Ghana Railway Employees' Union Accra Municipal Employees' Union Secondi-Takoradi Municipal Transport Workers' Union Ghana Maritime and Dock Workers' Union Ghana Public Works Employees' Union Ghana Motor Union	<i>Ch. Heymann</i> (also representing <i>eight following            unions as proxy)</i>	
<b>Great Britain</b> Transport Salaried Staffs' Association	<i>W. B. Otoo</i>	
Associated Society of Locomotive Engineers and Firemen	<i>R. J. Gunter</i> <i>W. J. P. Webber</i> <i>H. Moor</i> <i>R. W. Paterson</i>	
Merchant Navy and Airline Officers' Association	<i>S. Auty</i> <i>S. R. Lunniss</i> <i>A. Hallworth</i> <i>The Rt. Hon. Lord</i> <i>Winster</i>	
National Union of Railwaymen	<i>D. S. Tennant</i> <i>D. Carmichael</i> <i>S. F. Greene</i>	<i>J. G. K. Gregory</i>
Transport and General Workers' Union	<i>C. W. Evans</i> <i>J. Curry</i> <i>H. C. Hesketh</i> <i>F. Cousins</i> <i>E. E. Fryer</i> <i>L. Forden</i> <i>J. Ferguson</i> <i>F. J. Howell</i> <i>F. G. Page</i> <i>C. W. Prescott</i>	
National Union of Seamen	<i>J. Slade</i> <i>T. Yates</i> <i>S. James</i> <i>J. Scott</i>	<i>T. H. Goff</i>
Union of Shop, Distributive and Allied Workers	<i>D. Macdonald</i> <i>W. McDaid</i> <i>S. Gibson</i> <i>W. Marshall</i> <i>G. B. Hunter</i> <i>D. McGibbon</i> <i>A. Sutherland</i> <i>L. Wrigley</i>	
Scottish Horse and Motormen's Association	<i>J. V. Bailey</i> <i>J. Brannigan</i> <i>W. Wilkie</i>	
<b>Greece</b> Fédération Panhellénique des Cheminots (railwaymen) Federation of Loaders and Unloaders of Greece Pan-Hellenic Seamen's Federation	<i>St. Dimitracopoulos</i> <i>A. Papazahariou</i> <i>C. Stathopoulos</i>	
<b>Grenada</b> Seamen and Waterfront Workers' Union	<i>M. Petroulis</i> <i>P. Kalapothakis</i> <i>D. Benetatos</i>	
<b>Iceland</b> Sailors' & Fishermen's Union	<i>J. Knight</i>	
	<i>J. Sigurdsson</i>	

Country and Organization	Delegates	Advisers
<b>India</b> Maritime Union of India	J. D. Randeri	
<b>Israel</b> Israel Seamen's Union National Union of Government Employees (Railwaymen's Section)	Z. Barash Z. Barash (proxy)	
<b>Italy</b> Sindacato Italiano Unitario Ferrovieri (railwaymen) Sindacato Autonomo Unificato Ferrovieri Italiani (railwaymen) Federazione Italiano Lavoratori Trasporti e Ausiliari del Traffico (transport workers)	F. Tamagnini B. Costantini E. Leolini	A. Stefani F. Magnano
<b>Japan</b> All-Japan Seamen's Union Japan Travel Bureau Workers' Union National Railway Workers' Union	T. Nishimaki T. Sugino N. Suzuki	
<b>Kenya</b> East African Railway Asian Union Transport and Allied Workers' Union Railway African Union Dock Workers' Union	J. D. Akumu (also representing three following unions as proxy)	
<b>Luxembourg</b> Fédération Nationale des Cheminots et des Travailleurs du Transport Luxembourgeois	A. Bousser J. Leurs	A. Hildgen
<b>Mexico</b> Sindicato Nacional de Transportes (transport workers)	M. Meza	
<b>Netherlands</b> Nederlandse Bond van Vervoerspersoneel (inland transport workers)	H. J. Kanne G. J. H. Alink H. W. Koppens J. de Later Th. Smeding R. Laan, Jr.	W. A. Kieboom A. W. Korbij J. Scheffers W. Hulsker E. de Jong P. Mol Drs. P. W. Seton
Centrale van Zeevarenden ter Koopvaardij en Visserij (seafarers and fishermen)	P. de Vries C. W. van Driel A. de Boon	D. Harms J. A. van Nugteren J. Buquet R. Boulogne D. Opmeer
Algemene Bond van Luchtvaartpersoneel (civil aviation)	J. K. Post	J. de Graaff W. Schotmans C. A. van Londen
Algemene Bond "Mercurius" (motor drivers)	C. Z. de Vries	A. Wamsteeker J. H. ter Horst
<b>New Zealand</b> Federated Cooks' and Stewards' Union	J. Herlihy	
<b>Nigeria</b> Association of Locomotive Drivers Nigerian Transport Staff Union	M. Makinde M. A. Labinjo	

Country and Organization	Delegates	Advisers
<b>Norway</b> Norsk Lokomotivmandsforbund (locomotive- men) Norsk Jernbaneforbund (railwaymen)	<i>M. Heggstad</i>	
Norsk Sjømannsforbund (seamen)	<i>M. Trana</i> <i>E. Edvardsen</i> <i>E. Enersen</i> <i>I. Borg</i> <i>G. Hauge</i> <i>L. Ostelle</i>	
Norsk Styrmandsforening (mates) Norsk Transportarbeiderforbund (transport workers)	<i>H. Abrahamsen</i> <i>R. Skjelbred</i> <i>K. Knudsen</i> <i>N. Nilsen</i> <i>K. Kjøniksen</i> <i>M. A. Bakke</i> <i>A. Enger</i>	
<b>Pakistan</b> Pakistan Transport Workers' Federation	<i>M. A. Khatib</i>	
<b>Philippines</b> Philippine Transport Workers' Organization	<i>R. Oca</i> <i>E. Sano</i>	
<b>Poland (exile)</b> Association of Polish Merchant Navy Officers in London, Seamen Inc.	<i>T. Yates (proxy)</i>	
<b>Rhodesia</b> Central African Road Services Workers' Trade Union	<i>W. M. Chakulya</i>	
<b>Spain (underground)</b> Sindicato Nacional Ferroviario (railwaymen) Federación Nacional del Transporte (transport workers)	<i>L. Riaza</i> <i>L. Riaza (proxy)</i>	
<b>Sweden</b> Svenska Sjöfolksförbundet (seamen)	<i>J. S. Thore</i>	
Svenska Järnvägsmannaförbundet (railway- men)	<i>A. Stridsberg</i> <i>G. Carlsson</i> <i>O. Gunnarsson</i> <i>E. Eklund</i> <i>H. Kjellvard</i> <i>B. Lind</i> <i>I. Olsson</i> <i>E. Starck</i>	
Svenska Transportarbetareförbundet (trans- port workers)	<i>C. Löfgren</i> <i>S. Klinga</i> <i>R. Melander</i> <i>N. Peterson</i> <i>E. Larsson</i> <i>S. Lundgren</i> <i>N. Boudrie</i>	
Handelstjänstemannaförbundet (civil aviation) Sveriges Fartygsbefälsforening (ship masters) Svenska Stewards Foreningen (ship stewards) Svenska Maskinbefälsförbundet (ship engineers)	<i>H. Lindholm</i> <i>N. H. Akesson</i> <i>S. Andersson</i> <i>A. Ervast</i>	
<b>Switzerland</b> Schweizerischer Eisenbahner Verband (rail- waymen)	<i>H. Düby</i> <i>E. Haudenschild</i> <i>T. Bühler</i> <i>W. Hungerbühler</i> <i>B. Gössi</i> <i>L. Joye</i> <i>E. Hofer</i> <i>K. Rebsamen</i>	<i>J. Knöpfel</i> <i>H. Rohner</i>
Verband der Handels Transport- und Lebens- mittelarbeiter der Schweiz (transport workers)		

Country and Organization	Delegates	Advisers
<p><b>Tanganyika</b>  Railway African Union  Dockworkers' and Stevedores' Union  Transport and Allied Workers  Tanga Port Stevedores' Union</p>	<p><i>E. N. N. Kanyama</i>  <i>(also representing</i>  <i>three following</i>  <i>unions as proxy)</i></p>	
<p><b>Uganda</b>  Railway African Union</p>	<p><i>H. M. Luande</i></p>	
<p><b>U.S.A.</b>  Railway Labor Executives' Association</p> <p>American Radio Association  Air Line Stewards' &amp; Stewardesses' Association  Flight Engineers' International Association  National Maritime Union of America  International Association of Machinists  Transport Workers' Union of America  Seafarers' International Union of North America  International Brotherhood of Teamsters  Chauffeurs, Warehousemen and Helpers of America</p>	<p><i>A. E. Lyon</i>  <i>W. P. Kennedy</i>  <i>W. E. Petersen</i>  <i>R. Houke</i>  <i>W. R. Steinberg</i>  <i>R. K. Quinn, Jr.</i></p> <p><i>G. E. Petty</i>  <i>J. Curran</i>  <i>R. Faupl</i>  <i>J. Horst</i>  <i>J. Hawk</i>  <i>H. Banks</i>  <i>J. T. O'Brian</i>  <i>T. E. Flynn</i>  <i>J. Morgan</i>  <i>J. Filipoff</i>  <i>E. Cheyfitz</i>  <i>H. J. Gibbons</i></p>	

## GUESTS

### Official Guests

J. G. Suurhoff, Minister of Social Affairs and National Health.  
G. van Hall, Mayor of Amsterdam.  
B. Ram, Amsterdam municipal government councillor in charge of labour affairs.  
W. L. de Vries, Director General of Shipping.  
P. H. Valentgoed, Director General of Labour.  
E. Bell, International Labour Office, Geneva.  
V. Ulriksson, U.S. Labour Attaché.  
W. H. Marsh, British Labour Attaché to the Benelux countries.  
R. Murray, Canadian Embassy representative.  
Susing, representative of Embassy of the Federal Republic of Germany at the Hague.  
R. Migdal, Israeli Embassy at the Hague.  
Ir. L. J. Noomen, Director General of Transport.  
H. M. van Houten, Director General of Transport.  
W. B. van Norden, Director General of Transport.

### Invited Guests

Mrs. Lily Krier, Luxembourg	L. Veenstra, Netherlands
J. Brautigam, Netherlands	M. Leick, Luxembourg
K. Weigl, Austria	A. Staal, Netherlands
F. Landskroon, Netherlands	A. Treurniet, Netherlands
R. Laan, Sr., Netherlands	

### Fraternal Delegates and Observers

J. H. Oldenbroek, I.C.F.T.U.  
F. Bialas, International Centre of Free Trade Unionists in Exile.  
C. W. van Wingerden, Netherlands National Trade Union Centre (N.V.V.).  
W. Spiekman, M. ter Borch, A. A. Büning and A. de Ruijter, International Trade Secretariats with headquarters in the Netherlands.  
J. Bartelski and Z. L. Zeyfert, International Federation of Air Line Pilots' Association.  
A. Hummer, Luxembourg Ministry of Transport.  
W. Gleason, International Longshoremen's Association, Independent.

### Members of the Experts' Committee

(not included in the national delegations)

M. Gilbert

P. W. Seton

### I.T.F. Secretariat

O. Becu, General Secretary.

Miss M. Anderson

Miss E. Angel

Miss T. Asser

Mrs. I. Barea

J. Berg

G. Berger

Miss B. Boyde

I. Dahlbom

Mrs. T. Dawn

K. Golding

Miss U. Hemmerich

G. E. Ilg

H. Imhof

Mrs. L. Kant

V. Klatil

H. Lewis

Miss C. Liou

L. Martinez

J. L. Merle

Miss U. Pausmer

Mrs. E. Pemberton

Mrs. M. Robins

R. Santley

J. Soares

Miss N. Spatz

A. Spirig

Mrs. R. West

L. White



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