

REPORT ON ACTIVITIES AND FINANCIAL REPORT OF THE

**ITF**

for the years 1948 to 1950

and PROCEEDINGS of the

International Transport Workers' Congress

and the Sectional Conferences

held in connection therewith at the Kurhaus,

Stuttgart - Bad Cannstatt, Germany

from 21 to 29 July 1950

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INTERNATIONAL TRANSPORT WORKERS' FEDERATION

LONDON

Published in 1951 by the  
International Transport Workers' Federation  
Maritime House Clapham Common London SW 4

Printed in Holland by Coster Amsterdam

# **First Part**

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## **REPORT ON ACTIVITIES**

for the years 1948 and 1949

Submitted to the International Transport Workers'

Congress at Stuttgart, Germany, July 21 to 29 1950

# Contents

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## FIRST PART — REPORT ON ACTIVITIES

Mr J. H. Oldenbroek — an appreciation by Omer Becu .....	XI
Obituary .....	XV
INTRODUCTION .....	1
<b>1 AFFILIATED ORGANIZATIONS AND PROPAGANDA</b>	
Membership .....	8
New Affiliations .....	8
Relations with Affiliated Organizations .....	18
Relations with Unaffiliated Organizations .....	21
Relations between Affiliated Organizations .....	24
<b>2 ADMINISTRATION AND INTERNAL ORGANIZATION</b>	
Congress .....	35
General Council .....	37
Executive Committee .....	39
Management Committee .....	40
Auditors.....	40
Accountants .....	40
Establishment .....	40
Personnel .....	41
<b>3 REGIONAL ORGANIZATION</b>	
Asia .....	43
Latin America .....	45
Near and Middle East.....	47
Africa .....	48
Australasia .....	48
<b>4 VARIOUS INTERVENTIONS AND ACTIVITIES</b>	
Canadian Seamen's Dispute .....	49
Anti-Communist Campaign in Ports .....	52
The Panamanian Shipping Problem .....	54
The Dictatorship in Peru .....	59
Germany .....	59
ITF Delegation to Italy .....	64
St. Lucia Seamen's and Waterfront Workers' Trade Union .....	65
The Coos Bay Dispute .....	65
The Board of the Luxemburg Railways .....	66

<b>5 SECTIONAL REPORTS</b>	
Railwaymen's Section .....	67
Road Transport Workers' Section .....	69
Dockers' and Seafarers' Sections .....	73
Civil Aviation Section .....	77
Inland Navigation Section .....	78
Fishermen's Section .....	80
<b>6 INTERNATIONAL TRADE UNION RELATIONS</b>	
World Federation of Trade Unions .....	82
International Confederation of Free Trade Unions .....	84
International Trade Secretariats .....	87
International Mercantile Marine Officers' Association .....	90
International Federation of Air Line Pilots' Associations.....	91
<b>7 RELATIONS WITH OFFICIAL INTERNATIONAL BODIES</b>	
International Labour Organization .....	92
Economic Commission for Europe .....	97
International Conference on Safety of Life at Sea .....	99
International Fishery Committee .....	99
United Nations Shipping Conference .....	100
European Recovery Programme .....	100
<b>8 MISCELLANEOUS</b>	
Publications .....	104
Representations .....	104
<b>SECOND PART - FINANCIAL REPORT</b>	
INTRODUCTION .....	109
TABLE 1 Receipts 1948-49 .....	111
TABLE 2 Expenditure 1948-49 .....	111
TABLE 3 Affiliation Fees 1948-49 .....	113
TABLE 4 Edo Fimmen Fund 1948-49 .....	116
TABLE 5 Spanish Fund 1948-49 .....	118
TABLE 6 Far Eastern Secretariat 1948-49 .....	118
TABLE 7 Vigilance Committee 1949 .....	119
TABLE 8 Seamen's Fund 1948-49 .....	119
BALANCE SHEET 1948 .....	119
BALANCE SHEET 1949 .....	123
<b>THIRD PART - PROCEEDINGS OF THE STUTTGART CONGRESS</b>	
List of Delegates .....	129
Guests, Fraternal Delegates and Observers .....	138

Agendas .....	140
Standing Orders as Proposed	143
Proposals Submitted .....	144, 268
Opening	156
Addresses of Welcome .....	156, 213
Presidential Address	163
Address by Mr J.H. Oldenbroek .....	174
Address by Mr J. Schuil	178
Report on Activities .....	182, 215, 222
Reports of Credentials Committee	218, 243, 277
Working Hours in Railway and Road Transport .....	229
Financial Report	240
Relations with the ICFTU .....	243, 253
Report of the Rules and Election Committee	253, 261
Reports of the Resolutions Committee .....	261, 269, 278

#### ELECTIONS

General Council .....	274
Executive Committee	277, 282
Management Committee .....	282
General Secretary and Assistant General Secretary	282
Committee of Auditors .....	285

#### RESOLUTIONS

Forty-hour Week .....	229
Relations with the ICFTU	253
The War in Korea .....	262, 278, 285
Transport of Arms	267
Hours of Work on Greek Railways .....	268
Evacuated Greek Children	268
The Economy of Japan .....	268

ERP and OEEC	270
Free Trade Union Movement in France and Italy .....	271
Dictatorship	271
Workers behind the Iron Curtain .....	272
Berlin Railwaymen	273
German Federal Railways .....	273
Expulsions:	
Canadian Seamen's Union .....	279
New Zealand Waterside Workers' Union	280

Finnish Transport Workers' Union .....	281
Regional Minimum Wages and Conditions for Seafarers	297
Fixing of Regional Freight Rates .....	297
Regional Maritime Conference	297
Asian Seafarers .....	300
Boycott of Argentine Vessels	304
Labour Representation at International Conferences and Inquiries of the Fisheries Industry .....	309
Fishermen's International Social Programme	309
Flight Crew Complement .....	316
Carriage of 500 kc/s Equipment	317
<b>REPORTS OF SECTIONAL CONFERENCES</b>	
Railwaymen .....	285
Road Transport Workers	287
Seafarers .....	294
Dockers	302
Fishermen .....	306
Inland Waterway Workers	310
Civil Aviation Workers .....	314
Close of the Congress	318
<b>ANNEXES</b>	
Relations with the ICFTU .....	321
Hours of Work in Railway and Road Transport	331
Undelivered Speeches .....	343
<b>LIST OF SPEAKERS</b>	<b>351</b>

# Mr J. H. Oldenbroek

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## AN APPRECIATION BY O. BECU

Our general secretary, J.H. Oldenbroek, has been unanimously elected to the general secretaryship of the International Confederation of Free Trade Unions which held its constituent congress in London from 28 November to 9 December 1949. He has thus attained to the highest office in the International trade union movement.

Born in 1897 at Amsterdam, he left the schoolroom behind him at the comparatively early age of 14 and began his working life in an office. From the start he was attracted by the trade union movement, in which he was following the footsteps of his father, and in 1915 became a member of the staff of the Dutch Federation of Trade Unions. He did not stay there very long, however. When the late Edo Fimmen became general secretary of the ITF, in 1921, the young Oldenbroek went with him as his secretary, and it was in this organization that he was for twenty-eight consecutive years to devote his best abilities to the service of the working class in general and to furthering the social interests of the transport workers in particular.

Possessed of an acute mind and a determined character, he soon distinguished himself and rose steadily in the esteem and confidence of the leading figures of the trade union movement. Quickly he became one of the closest and most devoted collaborators of his chief, the unforgettable Edo Fimmen. At every important gathering attended by the latter, in every action and undertaking of the ITF, Oldenbroek stood at the side of his chief and assisted him with his many gifts. The sum total of work which Oldenbroek thus performed in the fight against Capitalism, Fascism and Nazism and in the struggle for better social conditions for the transport workers, will only be fully assessed when the history of the ITF, in which he had merged his very being, is written. Those who were fortunate enough to be closely associated with him knew how complete was the devotion and often self-sacrifice with which he performed extremely difficult and sometimes hazardous missions.

In 1939, when the headquarters of the ITF, still under the leadership of Edo Fimmen, were transferred to Great Britain, he joined those who went into exile to carry on the fight for freedom, and in the years which followed was to develop into the responsible leader of our International. This was in 1941 when Edo Fimmen went to Mexico in the hope of restoring his broken health. In effect Oldenbroek then took over the reins and shortly afterwards, with the decease of Edo Fimmen in 1942, was made acting general secretary of the ITF. It was certainly no sinecure to succeed to the leadership, the responsibility and the legacy of a universally esteemed leader who had devoted his entire



life to building and developing what has always been the most influential of the international trade secretariats, to say nothing of the fact that during the war years the trade union movement passed through one of the most difficult periods of its history.

Largely thanks to the driving force, the keen insight and the militant spirit of Oldenbroek, ever fresh horizons were opened to ITF activity. Despite formidable obstacles, he constantly explored new pathways and penetrated new spheres, at his post wherever the transport workers and particularly the seafarers had to play their vital part in the struggle to reconquer liberty. By his wise leadership and the growing authority of his voice he inspired confidence in all international circles, with governments and military chiefs, and increased to an important degree the role played by the ITF in the war effort of the western powers, whilst working to improve the lot of transport labour. The task which he performed during the war, on the Governing Body of the ILO, his contributions and achievements at the International Labour Conferences and on the Joint Maritime Commission of the ILO, were always very highly appreciated, even by opponents. Through admirable and inspiring messages sent out over the ether his voice penetrated to the workers of the countries groaning under Nazi and Fascist domination. Convinced of the ultimate victory of justice, his chief concern was to see a lasting peace which would vindicate the principles of democracy and the social rights of labour.

However good-intentioned may have been the move which was made on the morrow of the war, in a mood of exaltation and passionate desire to bring about the unity of the working class, he did not share the hopes and expectations felt by many at the foundation of the World Federation of Trade Unions in 1945, in which for the first time in trade union history, at the command of Stalin, so-called Communist labour leaders sat down with other sections of the movement. With his great experience of international trade union affairs, his keen insight into problems and his conviction that the Communist trade unions were merely instruments of a political policy, he was able, together with his fellow executives and with the endorsement of two congresses of the ITF, to preserve his organization from absorption and paralysis. The fact that at the first post-war congress of the ITF in 1946 he was unanimously elected general secretary and was returned to office, again by a unanimous vote, at the next congress held in 1948, proved the implicit confidence placed in him by the millions of transport workers affiliated with the organization. The developments witnessed before the collapse of the WFTU and the foundation of the ICFTU showed how correct was the stand taken up by the ITF, in conjunction with the other international trade secretariats, on this issue.

It goes without saying that the lost ground must be reconquered, that the free and democratic trade unions have a mission of the utmost importance to fulfil in the service of civilization and human rights. We are convinced that

Oldenbroek, with his resolute nature, will not disappoint the expectations of the workers in his new world-wide assignment.

The ITF loses in him a valued leader whom it will be difficult to replace, one who has, with all his sense of responsibility, devoted all his strength and abilities to the service of the transport workers of the world. The ITF has relinquished him for the sake of the working class as a whole, but we are not bidding him farewell, convinced as we are that the close ties which have already been forged between the ICFTU and the ITS will lead to fruitful co-operation and mutual benefit.

It remains for us, on behalf of the ITF to express our deep gratitude for all he has done for the transport workers, our justified pride that a self-made ITF man, our friend and fellow fighter Oldenbroek has attained such high office, and last but not least to offer him our heart-felt congratulations, in the hope that he may achieve the success he merits and carry the heavy task he has undertaken to the desired conclusion.

## Obituary

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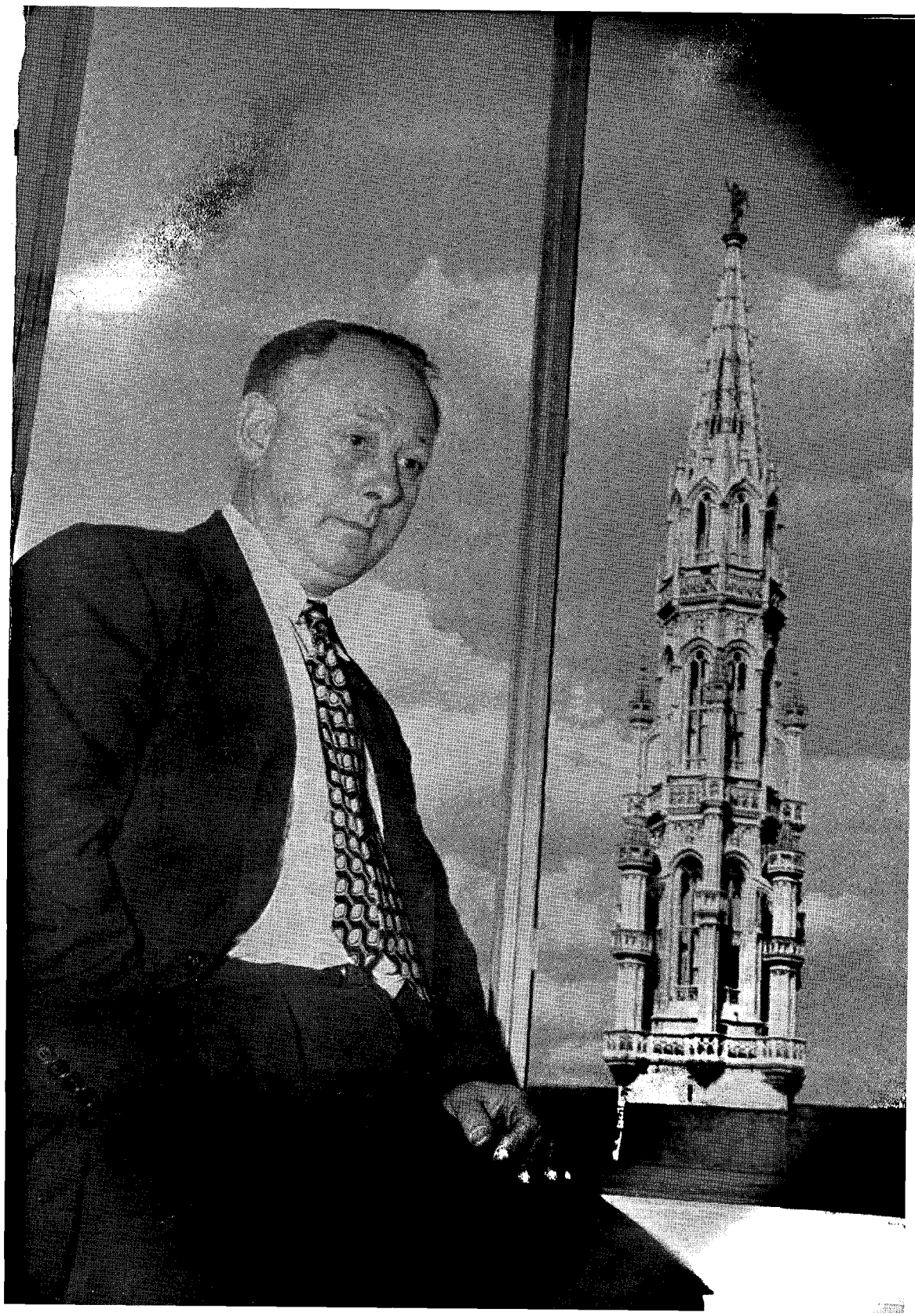
**NILS MARTENSON**, who retired early in 1948 from the treasurership of the Swedish Transport Workers' Union, but who was still Secretary of the Scandinavian Transport Workers' Federation, died on 29 May 1948 in Helsinki, while addressing the Congress of the Finnish Transport Workers' Union.

**FRED BOSTOCK**, General Secretary of the British Railway Clerks' Association and member of the Management Committee of the ITF since November 1947, died on 14 July 1948.

**ALEX HAMMARSTRÖM**, Treasurer of the Norwegian Railwaymen's Union, died on 12 August 1949 at the age of 63 years.

**EUGEN HOROVITZ**, a Hungarian socialist politician in exile in Sweden, died on 19 July 1949.

*Right: J. H. Oldenbroek, ex General Secretary of the ITF and present General Secretary of the ICFTU.*





# Introduction

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The period covered by this report may well be recorded in history as the most decisive of the post-war era. It was a period crowded with events, shaping a future the outline of which is by no means distinct. Amid the profusion of momentous decisions, prophecy as to what that future holds for mankind is difficult. So much is certain, however, that the decisions of the statesmen of today will determine whether mankind is to march forward into a new era of peace and prosperity or to relapse into another dark age.

In free democracies statesmen are undoubtedly influenced by the weight of public opinion and many of the great decisions taken since the last congress of the ITF indicate clearly that those responsible for the decisions have been motivated by high ideals in the advancement of mankind generally.

The trade unions, through their national and international affiliations, undoubtedly also played their part in influencing the trend of events during the period under review. Conscious therefore of the part they play in the shaping of policies which make for social progress, trade union organizations must reflect wisdom and a sense of responsibility in their words, and actions.

World events of 1948 and 1949 made it necessary for the ITF to take decisions which ensured that the position of transport workers was adequately protected and also that transport workers played their full and effective part in the economic recovery of the many countries ravished by war.

Congress will be called upon to judge the activities of the ITF during the period under review. Its task may be facilitated if the account of those activities is prefaced by a brief review of the major events in the world at large.

**World Politics:** The face of Asia has changed. New states have come into existence – India, Pakistan, Burma, Ceylon and the United States of Indonesia. China has been unified by force of arms under a new regime, and, for the first time in many decades, experiences an uneasy civil peace. The stage appears set in Japan for a spectacular return into world trade and commerce.

The atomic bomb has ceased to be the sole possession of the USA. Russia now has it too. This fact may play a decisive role in world politics. The Soviet Union has strengthened her stranglehold upon Eastern Europe and has advanced westward by bringing Czechoslovakia behind the Iron Curtain. The Soviet Union tried to thrust the Western Powers out of Berlin, but failed. The Soviet Union still occupies a large part of Austria and has frustrated all attempts to draw up a Peace Treaty.

A new phenomenon has arisen in Yugoslavia – Titoism – and history may record this as significant for the fate not only of Eastern Europe, but possibly of the World as a whole.

*Left:* O. Becu and P. Tofahrn, General Secretary and Assistant General Secretary.

Firm action has brought to an end the so-called civil war in Greece.

The uneasy position in the Middle East is far from being resolved. The small State of Israel has become a major factor in world politics as it is the centre of conflicting interests of political, economic and cultural significance. The consequences of the creation of this State are unpredictable.

Europe has been divided more acutely than ever by the refusal of the Soviet Union to be associated with the economic reconstruction of Europe made possible by the Marshall Plan. The attitude of the Soviets towards the economic reconstruction of Europe has led to the signing of the Brussels Treaty and the Atlantic Pact.

The Atlantic Pact has a significance the implications of which are perhaps not fully realized, marking as it does a fundamental change in America's role in world politics, and thereby giving hope and encouragement to the free world and ensuring that the community of free nations can effectively resist aggression from any source.

These developments have undoubtedly influenced public opinion in the free world against the Communist parties which are, in effect, agencies of the Cominform. The progress of Communism in Western Europe has been checked, as is shown by election results in Finland, Italy and Norway. The meagre support that Communist candidates obtained during the 1950 general election in Great Britain is equally significant. On the other hand, in a few countries, such as Belgium, New Zealand and Australia, there has been a drift to the right.

**Economic Recovery:** 1948 and 1949 recorded a remarkable recovery in the productivity of Western Europe. The combination of European courage and effort, supported by generous American aid, has made possible the maintenance, and indeed improvement, of the standard of living of all Western European countries. The progress made, though not yet sufficient, is greater than many thought possible in 1947.

The living standards of those European countries which were directly involved in the second World War have not yet reached the standards obtaining in 1939, notwithstanding the fact that the 1939 standards were not as high as they should have been.

Despite the undoubted economic progress which has been made, there is no room for complacency. Unemployment is starting to show its ugly head in some countries. It is estimated that in Belgium there is over ten per cent unemployment and in both Germany and Italy even more.

In the maritime industry there are indications of trade having reached, and possibly passed, its peak. A combination of factors are no doubt responsible, not least of which is the lack of balance in world currency, which is proving to be a determining factor in the exchange of goods and services. It is hoped that the gap between the Sterling and Dollar areas will be reduced, which



would make for a freer and greater flow of trade between the nations.

Another factor which undoubtedly plays a part in the shipping industry is the unbalanced development of national merchant navies which is rapidly reaching a position in which ships will exceed trade, a feature which was clearly foreseen by the ITF in 1945.

**Transport workers:** Many countries have not enjoyed full employment in the maritime industry and the Seafarers' Section of the ITF has consequently been compelled to devote much attention to the safeguarding of hard-won progress. The seafarers' struggle during the past two years, and possibly for many years to come, is linked with the Seattle Conventions and the use of non-maritime flags by those determined, for one reason or another, to evade their obligations. The registration of ships under non-maritime flags is being effectively dealt with by the ITF and the ITF will continue its policy so as to ensure that the hard-won standards in maritime countries are not undermined by manoeuvres of this kind.

In road and rail transport, instead of the co-operation and co-ordination which was hoped for, the evil of competition has reappeared, the only two exceptions being Norway and Great Britain, where legislation has been introduced to place the national transport systems of these countries on a planned and co-ordinated basis. Transport is a vital factor in productivity, and if Western Europe is to achieve the economic recovery essential to ensure that it plays its full part in future world development, European transport must eliminate competition and be placed on a co-ordinated basis, since competition is invariably uneconomic and conducive to inefficiency and low social standards for those engaged in it. This was the difficulty within national boundaries before the war. It is now a problem on an international scale.

A new factor in transport has now made its presence felt. Scientific and technical progress has made civil air transport an important element in transport. The impact of civil aviation has undoubtedly affected the receipts of other forms of transport, particularly in relation to the carriage of passengers whether by rail, road or sea, and vision will be required to ensure that this latest form of transport will supplement and not supplant surface travel.

Vision and long-term planning can co-ordinate all these means of transport into a related whole, thus ensuring efficient services and at the same time safeguarding those engaged in the various sections of transport against impairment of their working conditions as a result of the competition which will arise in the absence of co-ordination.

It is fortunate that those engaged in the many and varied forms of transport, including civil aviation, are affiliated through their national organizations to the ITF, which is conscious of the part it must inevitably play in reconciling the natural aspirations of the various sections.

Those engaged in inland navigation in Europe have at last been enabled to

play their part in the international development of their industries and at the same time to take steps, through international endeavour, to protect their standards of life and right to social security. By means of machinery provided by the ILO two, treaties have been drafted by a tripartite committee representing governments, employers and workers concerned with shipping on the river and canal system of the Rhine. When ratified and enforced, these treaties will do much to stabilize conditions of employment for members of affiliated organizations serving in the inland navigation industry.

In the Docks Section there has already been evidence of a partial recession in the maritime trade. Through the foresight of many affiliated dockers' organizations, schemes for a guaranteed week have cushioned the effects which would otherwise have been felt. Many of the schemes providing for a guaranteed minimum were initiated through the foresight and imagination of dockers' leaders during the war years, and whilst in some cases weaknesses have been revealed, on the whole the schemes are generally recognized as a major social advance.

Experience has shown that in the past the life of the deep-sea fisherman has fired the imagination of novelists rather than social reformers. The ITF, however, has taken energetic steps to improve the lot of this class of labour. That greater progress has not been made in introducing improved conditions of employment for deep sea fishermen is not the fault of the ITF, and it is not without regret that we place on record our disappointment that the Governing Body of the ILO has not shown a greater interest in the well-being of a body of men who make a substantial contribution to the world's food supplies.

Whilst there have been many disputes in the transport industry, particularly in shipping and in the ports, few have led to stoppages of work, most having been settled by negotiation or arbitration. Strikes which have taken place have either been localized, brief, or unofficial and did not require international assistance to be set in motion. In two outstanding cases where the trade unions concerned asked for ITF assistance, the request was rejected, because in both cases the ITF found that the motives were political and not industrial.

**WFTU:** It will be recalled that the Oslo Congress, by virtue of the decisions taken, gave the signal to all International Trade Secretariats to break off negotiations with the WFTU. The ITF was perhaps the first to realize that it was the intention of the Soviet-dominated WFTU, under the guise of an apparently laudable effort to bring about co-operation and integration, to make the Trade Secretariats in effect subservient to the will of the Cominform. Subsequent to the Oslo Congress the question of future relationships with the WFTU was virtually deleted from the agendas of all the organizations concerned, as the Oslo Congress made the red light abundantly clear. It is not without its significance that within six months the showdown within the

WFTU took place and a new and free trade union movement of a world character began to take shape.

Since the Russian Revolution of 1917 there has been a lingering – but it would now appear to be a diminishing – belief that organized workers not necessarily in sympathy with Communist ideology have a fundamental basis of common interest with the Communist Movement. This idealistic conception was undoubtedly based on the profound and sincere conviction that working class solidarity was essential to social progress. It is tragic that the passage of time has conclusively proved that this great ideal has been prostituted. The Communists undoubtedly exploited this deep-seated belief for the furtherance of their object of world domination.

The attitude and actions of the Soviet representatives within the Councils of the WFTU have dispelled from the minds of all those free to express their own views and opinions any doubts which they may have entertained as to the real motives of the Soviet Union. It has been demonstrated that the Soviet representatives never intended that the WFTU should be concerned with the fulfilment of traditional trade union aspirations nor with the improvement of the social and economic conditions of workers throughout the world, regardless of the political regime under which they live. Nor was it to be concerned with the material, social and intellectual advancement of the workers nor yet with enhancing the dignity of labour and ensuring that organized labour plays its proper rôle in an enlightened society.

The Soviet representatives were concerned only with promoting the interests of the Soviet State, which State is clearly in conflict with all that trade unionism has stood for in the past and will make sacrifice for in the future. They were prepared to use the workers in any part of the world if by so doing they were enabled to advance their Machiavellian doctrine.

In other words, the Soviet intended to use the WFTU as a stepping stone towards world domination. The free trade unions, despite repeated efforts to work on a basis of friendship and straightforwardness, realized the position was impossible and that the WFTU, as a result of the policies pursued by Soviet representatives and their satellites, had failed in fulfilling a great concept. Subsequent developments are recorded and it is not necessary to deal with them further here.

However, it must be realized that Communists are not daunted by setbacks nor discouraged by this miscarriage of their plan. The Communists definitely wished to absorb the ITF and other international trade union organizations. Their failure stimulated them to carry their attack to another battleground. They tried to exploit workers on the waterfront, whether engaged in ships or docks, believing that by so doing they could dislocate trade, cause confusion and thereby make it easier to promote their evil intentions.

The stoppage engineered by the Communist leaders of the Canadian Sea-

men's Union was a striking illustration of the mischief which can be done by a small number of stooges under Communist direction. In this affair there was no industrial issue at stake and therefore there must have been a sinister motive behind it. It was no other than to hamper the economic recovery which was becoming apparent in the United Kingdom. The fact that an agent of the CSU was actively conspiring with Communist elements in UK ports for months beforehand amply bears this out. Similar motives may be ascribed to the wave of Communist-inspired incidents which have subsequently occurred in various ports of Western Europe. The whole attack on the waterfront obviously served two prime purposes. First, to retard European economic recovery, and later to frustrate the landing of arms from the North American Continent, arms essential to enable the countries of Western Europe to defend themselves against a threat of armed aggression.

These tendencies show how timely is the counter-attack which the ITF has launched against the disruptive activities of the Communists. Full details of the counter-attack can for obvious reasons not be disclosed, but the information given in the pages which follow clearly show that the preparation and execution of the plans is well advanced.

**Past and Future:** The political and economic background against which the two years' activities of the ITF are reviewed could not be regarded as favourable to great positive achievement. Nevertheless, though time and energy has had to be expended on checking dangers from outside sources, to ensure that the ITF was not undermined and perverted into a tool of forces hostile to freedom and social progress, in many fields important progress was made towards the goals which the ITF has set itself.

The ITF has a great part to play in future development and its preservation as a free organization, embracing as it does transport workers' organizations of free democracies, is of paramount importance. That the ITF has emerged unscathed with its power and prestige undiminished is in no small measure due to the energetic, wise and successful guidance of J.H. Oldenbroek. The ITF owes it largely to him that it has grown in stature and that its influence is proving greater today than at any time in its long history. The battle for self-preservation however, is not over. Every effort will be made by those hostile to all that the ITF stands for to disrupt our organization after having failed to capture it intact.

Vigilance is a small price to pay for liberty and all must be on their guard, realizing that the WFTU will still continue to lure transport workers into adventures calculated to bring profits to their Communist masters. The outlook for those who are deceived by such manœuvres will be a sorry one. Freedom and democracy, and the organizations which hold so high their right of association, are menaced not only by Communism but also by its twin brother - Fascism. Spain and Portugal are still ruled by Fascism, a disease which has

also affected dictator countries in South America. Nor must it be overlooked that all German Fascists did not suffer the same fate as Hitler.

Members of affiliated organizations in many countries work under conditions which can and must be improved. As a rule employers appear reasonable and generous when faced by the power of the trade unions. Strong national trade unions are essential to ordered national progress, but society has reached a stage in its development which makes it essential that strong and efficient international organizations effectively grapple with the consequences which ceaseless change brings in its train. Transport workers, through their unions and through the ITF, must exercise a greater influence in the sound economic development of the industries which play such a vital part in world affairs.

The ITF has built up a great machine, but there is still room for improvement. It is obvious that further development of regional subsidiary organizations of the ITF is desirable, to enable a helping hand to be extended to those transport workers who still lack strong and effective unions. The ever-changing state of world affairs calls for vision and imagination to deal effectively with them in the field of organization.

**Conclusion:** The free trade unions of the world are now associated in the International Confederation of Free Trade Unions through their national centers. The ICFTU in the vast general field of economic and social life pursues the same aims as the ITS in the more limited field covered by their respective industries. The ICFTU and the ITS are therefore marching along the same broad road, helping each other to the maximum extent of their respective abilities. The ITF, owing to the vital link it represents in world trade, is destined to play an outstanding role in the international trade union movement.

The great traditions established for the ITF by the late Edo Fimmen and so ably carried forward by his successor, Oldenbroek, could not have been established had it not been for the idealism, unswerving loyalty, solidarity and devoted co-operation of the affiliated unions, and their leaders and members. We have a great organization. We have great problems confronting us, but we have the organization, the courage and the ability to deal with whatever the future may have in store.

It is hoped that Congress, in passing judgement on the activities of the years 1948 and 1949, will show in no unmistakable manner that the affiliated organizations are determined, if possible, to make the name of the ITF shine even more brilliantly in the future than it has done in the past.

# 1 Affiliated Organizations and Propaganda

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## MEMBERSHIP

On 31 December 1949 there were on the books of the ITF a total of 132 organizations in forty-seven different countries with an affiliated transport membership of 4,674,550. Two or three of these organizations also represented an additional transport membership which for one reason or other they were precluded from affiliating. This membership totalled approximately another 550,000 which the ITF in fact represented in the international field; and another five organizations with 85,000 members have joined the ITF since the end of 1949. This makes a grand total, at the time this Report was being written, of 5,309,550.

On the other hand it is necessary to make some deductions if a fair picture of realities is to be given, as there are a number of organizations with which relations have become interrupted owing to political and other circumstances; there are others which have paid no affiliation fees during the period under review; while three have been suspended from membership and are to be recommended to Congress for expulsion. Together these total 723,500, which should be deducted from the figure given above to give what might be called the total effective membership. Of the 723,500, however, 399,000 represent organizations which, though they have paid no affiliation fees during the period—mainly owing to financial difficulties—, are still on very friendly terms with the ITF and will probably eventually place their membership on an effective basis. So the number that will have to be written off probably does not exceed 324,500.

It should be borne in mind that some of the 132 organizations mentioned above are federations, so that the actual number of separate trade unions represented is considerably higher than the figure given.

## NEW AFFILIATIONS

The following organizations were admitted to membership in the course of 1948 and 1949:

April 1948

French Force Ouvrière Railwaymen's Federation

French Force Ouvrière Seamen's Federation

French Force Ouvrière Dockers' Federation

French Force Ouvrière Transport Workers' Federation

French Union of Transport Ministry Employees  
 Chilean Railwaymen's Federation  
 German Railwaymen's Union  
 German Public Services and Transport Workers' Union  
 July 1948  
 French Mercantile Marine Officers' Union  
 Scottish Horse and Motormen's Association  
 Motor Drivers' Union of Port Said *Egypt*  
 Motor Drivers' Union of Zagazig *Egypt*  
 November 1948  
 All-India Port & Dock Workers' Union  
 British Guiana and West Indian Seamen's Trade Union  
 May 1949  
 Greater Berlin Railwaymen's Union  
 Public Services and Transport Workers' Union of the combined Anglo-American Zone of Germany  
 Railwaymen's Federation of Ecuador  
 Pan-Hellenic Seamen's Federation  
 Argentine General Confederation of Maritime and Allied Trades  
 October 1949  
 Public Services and Transport Workers' Union of Greater Berlin  
 Coastal Seamen's Union *Bombay*  
 Guayaquil Dockers' Union *Ecuador*  
 Italian National Union of Railwaymen  
 Transport Workers' Federation of Pakistan  
 Uruguayan Railwaymen's Federation  
 Radio Officers' Union of the USA  
 Cuban National Transport Workers' Federation  
 Cuban National Air Transport Workers' Federation  
 Cuban Railwaymen's Brotherhood  
 Cuban National Maritime Federation  
 Civil Aviation Section of the Swiss Public Services Federation  
 December 1949  
 Transport Workers' Section of the Swedish Commercial and Clerical Employees' Union  
 All-Japan Seamen's Union  
 Japanese National Railway Workers' Union  
 Japanese Travel Bureau Employees' Union  
 Japanese General Federation of Taxi Workers' Union  
 Japanese Federation of Municipal Traffic Workers' Unions  
 Some of the new affiliations call for comment:  
**Argentina:** The *Federación Obrera Marítima* (Maritime Workers' Federa-

tion) of the Argentine Republic was affiliated with the ITF before the war, but we had practically no relations with it during the war until in June 1948 it was re-established with the *Sindicato Obreros Marítimos Unidos* (United Maritime Workers' Trade Union), which was the result of an amalgamation, in November 1947, of the Federation with the *Unión Obrera Marítima* (Maritime Labour Union). The United Maritime Workers' Trade Union sent two delegates to our Oslo Congress.

In the meantime a *Confederación General de Gremios Marítimos y Afines* (General Confederation of Maritime and Allied Trades) had been founded in February 1947. Both the above mentioned organizations joined it, and continued to belong to it when they amalgamated.

The Confederation applied for membership of the ITF and was admitted in May 1949. It is composed of the following organizations:

Association of River Captains and Pilots

Professional and Mutual Association of River Paraná Pilots

Professional and Mutual Association of Lighter Skippers

Overseas Captains and Mercantile Marine Officer's Centre

Pursers' Centre

Engineer Officers' Centre

Argentine Radiotelegraphists' Centre

Pilots' Confederation

United Maritime Workers' Trade Union

Society of Captains, Coasting Skippers and Pilots of the Upper Paraná Zone

Argentine Association of Employees of the Merchant Marine

Centre of Shipowners' and Shipping Agents' Chargehands and Tallyclerks of Buenos Aires

Buenos Aires Coal Trimmers' Union

Society of Foremen Stevedores of the Port of Buenos Aires

Society of Foremen of the Port of Rosario

**France:** The French trade union movement split for the first time in 1921. The Communists then broke away and formed the *Confédération Générale du Travail Unitaire* as a rival to the old *Confédération Générale du Travail*. During the ensuing fifteen years each of the two CGTs had a complete set of organizations covering all industries. They fought each other bitterly but the old CGT remained the stronger of the two.

In 1935, under the impact of events in the political field (formation of the 'Popular Front'), the two reunited. The old name of CGT was kept and all rival trade unions amalgamated. In the CGT and all its affiliated organizations the Communists were a numerically weak minority. In 1939 the Ribbentrop-Molotov Pact brought about extreme tension between the old CGT team and the Communists and the outbreak of war led to the expulsion of the Communists from positions of leadership in the CGT and its affiliated trade unions.



During the war the CGT resisters and the Communists came together again and in 1944, on the liberation of France, the CGT and its affiliated unions again took on their pre-war complexion, but with a marked increase of Communist influence in the leadership. Soon the non-Communists realized that the Communists were scheming to secure complete control. They therefore kept in being the *Force Ouvrière* Groups (formed during the period of war-time resistance) for the purpose of thwarting the Communist designs. Owing to their discipline, cohesion and ruthlessness the Communists proved themselves the better schemers and managed to reduce the old CGT team to the position of a minority. The fight between the two factions became increasingly bitter and eventually led to a break and the formation of a new CGT *Force Ouvrière* in December 1947.

Some time before the break a number of non-Communists had lost faith in the tactics employed by *Force Ouvrière* to regain control over the CGT, and in 1947 they set up new, so-called autonomous trade unions, including one for the railwaymen. The autonomous Railwaymen's Federation established contact with the ITF and applied for affiliation in December 1947.

Before the application could be considered, the whole of *Force Ouvrière*, including groups of all transport workers' trade unions, broke away from the CGT. The Management Committee of the ITF thereupon decided to send a delegation to Paris. It consisted of Messrs O. Becu, a member of the Executive Committee; Ehlers, a member of the General Council, and P. Tofahrn, Assistant General Secretary. They visited Paris and Dunkirk on 12, 13 and 14 January 1948. The delegation's report was afterwards sent to all affiliated organizations and members of the governing bodies of the ITF.

As a result of the report the Management Committee decided to make an immediate grant of £1,000 to the new transport workers' organizations out of the Edo Fimmen Trade Union Reconstruction Fund, and a further £1,000 was later granted, in agreement with the Swedish Transport Workers' Union, out of funds they had contributed for other purposes. The Belgian Transport Workers' Union also decided to contribute 25,000 Belgian francs, earmarked for France, to the Edo Fimmen Trade Union Reconstruction Fund.

On 1 and 2 March 1948 delegates from the autonomous Railwaymen's Federation met with representatives of the *Force Ouvrière* groups of railwaymen in a constituent congress, and established a new French Railwaymen's Federation. All were united in their opposition to Communism and determined to keep their organization independent of political parties and governments. The ITF was represented at the foundation of the new organization by Messrs Gómez and Tofahrn.

During the early months of 1948 other new *Force Ouvrière Federations*, of Seamen, Dockers, Road Transport Workers, and Employees of the Transport Ministry and Mercantile Marine Officers came into being, and all were admitted to membership of the ITF.

The ITF published a good deal of information about the events in the French trade union movement and was instrumental in securing support for the *CGT-Force Ouvrière* in many quarters.

**Germany:** During the period immediately following the war trade union development in the British and American Zones of Germany followed somewhat different lines. In the American Zone the railwaymen were all in a separate Railwaymen's Union but at a trade union congress in the British Zone it was decided that as they were public employees (the railways in Germany belong to the State) they should be included, together with other classes of transport workers, in the big Public Services and Transport Workers' Union.

This decision was only followed in part of the British Zone (North Rhineland, Westphalia and Lower Saxony) and the result was a sharp demarcation dispute between the Public Services and Transport Workers' Union and the German Railwaymen's Union throughout the whole British Zone.

While we made it clear that the decision must rest with the organizations themselves, in so far as we exerted any influence at all it was in favour of a separate organization for the railwaymen, in accordance with the recommendations of an ITF delegation which visited Germany (see page 60), and regarded the tendencies to over-centralization in that country with some concern. We made it a condition of affiliation with the ITF that agreement should previously be reached.

Representatives of the two organizations attended the ITF Conference on the Marshall Plan at Luxemburg in April 1948 and we seized the opportunity to get them to agree that 'the German Railwaymen's Union shall speak for all railwaymen of the Combined Zone and the German Public Services and Transport Workers' Union for all other transport workers. The two organizations will meet at the earliest possible date to settle their jurisdictional differences. Pending such settlement each organization will cease enrolling members of the other'. In view of this agreement, the Executive Committee decided to admit the two organizations to membership in April 1948.

On 20 September 1948 the trade union centres of the two zones expressed the view that the railwaymen of the two zones ought to be organized in one single autonomous trade union, and on 30 September, the Public Services' Union and the Railwaymen's Union concluded an agreement for the transfer to the latter of all railwaymen still in the former. The demarcation dispute thus came to an end.

A slight difficulty arose with the Military Government in the British Zone when it became known that the Public Services and Transport Workers' Union had affiliated to the ITF and to the International Federation of Unions of Employees in the Public and Civil Services. Military Government informed the German Federation of Trade Unions that they wished to be consulted by German trade unions wishing to affiliate to international trade union organi-

zations, and did not consider it sufficient that they should merely be informed that affiliation had taken place.

We took the matter up with the British Foreign Office, which informed us that instructions had been sent to the Military Governor to regard both the Railwaymen's and the Public Services and Transport Workers' Unions in the British Zone as affiliated with the ITF. It went on to say:

*'In all these matters we are anxious to move in step with the American Zone. It is particularly desirable in the case of the Railwaymen's Union, which has recently been organized on a bizonal basis, that we should consider problems jointly with the Americans. Although there may have been some delay in the recognition of affiliation to your Federation on this score, it is not the result of any objection of policy, and I trust that you will shortly hear that the position has been regularized. I do not overlook the importance of this being done before your Congress in Oslo next month.*

*I fully recognize the value of increasing German contacts with the outside world, and the advantage of your personal discussions with them on matters of mutual interest.'*

After that the matter was quickly settled. The requirement of the occupation authorities that they should previously sanction international affiliations of German trade unions had a financial aspect. By sanctioning affiliation they committed themselves, in fact if not in form, to enable the German trade unions to fulfil the obligations connected with affiliation, in other words to obtain the foreign currency necessary to pay international affiliation fees and to attend international conferences.

In 1948 the two German unions affiliated with the ITF were unable to purchase foreign currency to pay affiliation fees. At the request of the Railway Labor Executives' Association of the USA strong recommendations were sent out from Washington to the US Military Governor in Germany to grant the required facilities, and in December 1949 approximately \$70,000 were made available to enable German trade unions to meet their international obligations, so that our two member-organizations were able to make first payments aggregating £3,332.7.7.

Messrs Leo Werts and John Meskimen, Director and Assistant Director respectively of the Manpower Division of the US Military Government in Germany, were very helpful in making these payments possible.

In 1948 and 1949 the separate organizations existing in the British and US zones were amalgamated. The railwaymen started the movement and created their bizonal organization in March 1948. The Public Services and Transport Workers' Union held its bizonal amalgamation congress in Stuttgart from 28 to 30 January 1949, where it had established its bizonal headquarters.

The Railwaymen are a step ahead of other organizations in so far as the incorporation of the French Zone is concerned. In June 1949 they set up a single Union covering the three Western Zones.

**Berlin episode:** Berlin constitutes an occupation territory by itself, distinct from all other zones of occupation, and all its railways and public transport are under German Communist management.

In the beginning, the railwaymen's and transport workers' trade unions covered the whole of Berlin, but in 1948 elections of the Executive Committees of all trade unions resulted in an overwhelming anti-communist majority. The old, non-elected, Communist-controlled executive committees, however, refused to hand over to the new committees, but the latter were able to assert themselves in the Western zones of Berlin, where the Communists could not keep control by force, and they set up a new federation of trade unions, the UGO (Independent Trade Union Organization).

Two UGO unions, the Railwaymen's Union and the Public Services and Transport Workers' Union, applied for membership in the ITF and were admitted on 14 May and 24 October 1949 respectively.

**Japan:** The All-Japan Seamen's Union was affiliated to the ITF from 1930 to 1937, when it was forced to leave the ITF by order of the militarist clique which had come to power in Japan. Mr Yonekubo, who was its General Secretary before the war, and who had become Minister of Labour in 1947, induced the Union to re-apply for membership in the ITF as soon as the US authorities agreed to international affiliation of Japanese trade unions.

A number of American trade unionists working as officials of the US occupation authority in Japan, notably Messrs J. Killen, S. Romer, C. W. Hepler and V. Purati, introduced us to the newly-formed Japanese transport workers' trade unions and supplied a great deal of information about them. As a result friendly relations were established and the unions concerned applied for membership and were accepted in December 1949.

The leader of the Railwaymen's Union, Mr Etsuo Kato, visited Europe twice in 1949. On the first occasion he attended the International Labour Conference as an observer, the second time he was leader of the Japanese delegation to the Free World Labour Conference in London. He is playing a leading role in inaugurating collective bargaining between the Government and the Government employees' trade unions, and also in organizing the anti-Communist drive in the whole of the Japanese trade union movement. He is held in high esteem for his maturity and leadership. From what we have learned from him and from American trade unionists who have worked or are still working in Japan it appears that the trade unions are still far from being comparable with those of the Western countries, or even other Asiatic countries, and there is a big educational problem to be solved, a problem to which the new International Confederation of Free Trade Unions

and all the international trade secretariats should early devote attention.

In addition, owing to the low wages prevalent in Japan, the finances of the unions do not allow of the payment of the standard rate of affiliation fees, and for a long time to come special rates will have to be fixed, as provided for in our Constitution.

**Greece:** On 9 July 1947 the Greek Government carried out mass arrests of its political opponents, among whom were most of the members of the executive committees of the trade unions. These men were subsequently deposed from office by the law courts, on the grounds that they had held it illegally since July 1946; and in accordance with Greek law the courts installed provisional executive committees, with instructions to organize regular elections.

Reports of what actually happened, and appreciations of the events, are highly contradictory. To take as an example the case of the Railwaymen's Federation: according to one report this organization fell into the hands of people who had served the Metaxas dictatorship, and even the German occupation forces; and they seized control by much the same means as are customarily used by the Communists. According to another, the Congress of the Federation, held in August 1947, was regularly constituted, and elected the Federation Executive in a proper and legal manner.

The truth is, of course, that in 1947 civil war was raging in Greece, and it is still going on, though over a much smaller area. Passions were rife in all camps, the trade union movement was torn by factions, political groups from extreme right to extreme left fought one another bitterly and the general atmosphere of hatred and violence made the application of democratic principles and procedure largely impossible.

We did not at once recognize the executive committees which were put into control of the transport workers' trade unions by the courts, and subsequently by the members themselves as a result of elections organized by these caretaker committees. The new executives, headed by that of the Railwaymen's Federation, protested against our aloofness, and tried to prove that they were the lawful directing bodies of the unions. Their claims, and the evidence they offered in support of their stories of the events, did indeed make some impression on us, but we were disturbed at the time by the activities of the Greek courts martial, which were sentencing hundreds of political opponents of the Government to death. Among those so sentenced were Ambatielos, General Secretary of the Federation of Greek Maritime Unions which was founded during the war in Cardiff (United Kingdom) and Bekakos, another official of the same union. Both were accused of high treason, that is to say, of supporting and reinforcing the rebels in Greece. Ambatielos was personally known to us as a man who, though a Communist, had done good and useful trade-union work in the United Kingdom during the war.

Knowing something of Greek methods, we asked the British and American

Governments to take steps to ensure that these two men should be given a fair trial, and to use their influence to prevent the pronouncement or carrying out of a death sentence; pointing out that 'if the Court were really to sentence these people to death, or to long terms of imprisonment, the democratic international trade union movement, the ITF in particular, could not entertain the idea of maintaining any relations with non-Communist trade unions in Greece, since that would be interpreted as a condonation of the extremely harsh punishment which the Greek authorities are inflicting on the opponents of the present régime.'

Ambatielos and Bekakos were sentenced to death on 5 November 1948. We were supplied with a report of the proceedings, which we did not find convincing, so we repeated our representations in order to prevent the execution. We urged the US Government representatives in Athens to make the Greek Government see that it was jeopardizing the country's future by its systematic extermination of its opponents. We emphasized that execution of the sentences would impede the reinstatement of the Greek trade unions in the international trade union<sup>ss</sup> organizations, and that the ITF would certainly not take any step that could be interpreted as condoning them.

The sentences have not been carried out. The President of the United Nations Assembly, which was meeting at the time in Paris, appealed to the Greek Government, as did many other organizations and persons throughout the world, partly spontaneously and partly at the instigation of Communists.

Since then the situation in Greece has considerably improved, and the issues in the civil war have become clarified. As far back as 1948 we became convinced that the Pan-Hellenic Seamen's Federation was organized on acceptable lines, and was the genuine trade union of the Greek seafarers, and that the Federation of Greek Maritime Unions had ceased to be a trade union and had become, largely if not exclusively, a tool in the hands of those responsible for the civil war. The Executive Committee of the ITF would have been prepared to accept the application for affiliation of the Pan-Hellenic Seamen's Federation at its meeting in Paris from 12 to 14 November 1948, but for the fact that the death sentence was at that moment hanging over Ambatielos and Bekakos, and that a decision to admit the Federation might have been interpreted as condonation of the action of the Greek Government or the Greek courts. In view of the circumstances of the case, the application was not definitely accepted until May 1949.

On 28 May 1948 the Pan-Hellenic Railwaymen's Federation wrote protesting against our omission to invite them to our Luxemburg Conference on the Marshall Plan and asking for an invitation to our Oslo Congress and a definite reply whether they were or were not considered to be a regularly affiliated organization. On 16 June 1948 the Railwaymen's Federation, Dockers' Federation and Seamen's Federation jointly made a similar protest.

We withheld recognition of the new Executive of the Railwaymen's Federation because we had doubts as to the genuinely democratic character of the new set-up, and about the convictions of some of its leaders. We were confirmed in our doubts by Mr George Lascaris, the former leader of the Railwaymen's Federation, who attended our Oslo Congress at our invitation. We informed the Federation of our doubts and misgivings about all the signatories of the protest of 16 June 1948 and asked for explanations and assurances as far as its leaders were concerned.

In May 1949 we made personal contact with the two leading figures, Messrs Dimitracopoulos and Chartissiadis, to whom we put many questions regarding their activities under the Metaxas dictatorship and during the war. Political and social conditions in the country during the last twenty years, and the state of mind of the Greeks in general, appear to be too complicated to be understood by foreigners who have not lived in the country for a considerable time. Acts which elsewhere would be regarded as grave offences against democracy, such as the acceptance of trade union office under a dictatorship such as that of Metaxas, appear to have explanations and justifications which are acceptable to Greek trade-unionists. According to American trade-unionists who have spent a considerable time in Greece, the present leaders of the Greek Railwaymen's Federation, like those of the Greek trade unions in general, hold their office by virtue of regular democratic elections held after the intervention of the courts in July 1947.

Further evidence that has come to hand shows that the organization is really striving to improve conditions of life and work by trade union methods and in accordance with trade union principles, so at its meeting held from 26 to 29 October 1949 the Executive Committee of the ITF decided that normal relations with the Pan-Hellenic Railwaymen's Federation should be resumed.

Nothing further has been heard from the Dockers' Federation.

**Italy:** In spite of all the assistance given by the ITF – ever since Southern Italy was liberated by the Allied armies in 1943 – in promoting the reconstruction of the Italian transport workers' trade unions, which later became affiliated, they all followed the instructions of the Communist-dominated General Confederation of Labour in 1948 and ceased to have any official relations either with the ITF Secretariat or with our representative in Rome, without there being any decision of their Congresses in favour of such move. We still had our friends within the unions, however, and Brother Sardelli and other representatives of the anti-Communist minority promoted discussion about this fact and about trade union organization generally among groups of members, with a view to eventually recapturing control of the unions. Other groups were working in the same direction, mostly in close relation with different political parties – Social Democratic, Republican and Roman Catholic. We have constantly urged, however, that an endeavour should be made to organize on an exclusively trade union basis.

The endeavour to recapture the trade unions proved a bigger task than had been anticipated, and the result was two breaches in the General Confederation of Labour, the first caused by the Roman Catholics, who split off in October 1948 to form the Free Italian Confederation of Labour and the second by the Social Democrats and Republicans, etc., who formed, in June 1949, the Italian Federation of Labour. They set about building up new trade unions, and the Italian National Union of Railwaymen affiliated with the ITF in October 1949, while a Seamen's and Dockers' Union was considering affiliation when the period covered by this Report ended. (See further the note on the ITF Delegation to Italy, on page 64.)

### RELATIONS WITH AFFILIATED ORGANIZATIONS

The relations between the ITF and the affiliated organizations call for comment only in the following few cases:

**Finnish Transport Workers' Union:** The Finnish Transport Workers' Union took part in the WFTU Conference of Seafarers and Dockers held at Marseilles from 15 to 18 July 1949 and its delegate was appointed a member of the WFTU Trade Department Committee for dockers and seafarers. This led the Scandinavian Transport Workers' Federation to inform the Union that membership in the WFTU Maritime Department was incompatible with membership in the Scandinavian Federation, and in their opinion also with membership in the ITF. When a fraternal delegate of the Finnish Transport Workers' Union attended the Congress of the Norwegian Transport Workers' Union at Oslo from 25 to 30 September 1949, he told the Secretary of the Scandinavian Transport Workers' Federation that his Union had decided to keep up its affiliation with the Federation and would not join the Maritime Department of the WFTU. A separate act of affiliation would be required for them to do so, having regard to the fact that they no longer belong to the Finnish TUC, which is a member of the WFTU.

We have had no communication on this subject from the Finnish Transport Workers' Union. The last communication received up to the time of writing (January 1950) was dated 6 October 1949 and dealt with alleged cases of victimization of strikers. A similar communication was sent to the WFTU on the same date.

The membership of the Finnish Transport Workers' Union seems to have been declining heavily. According to estimates of an official of the Finnish TUC, the Union has lost about 15,000 to 17,000 of the 22,000 members it had in May 1948.

Towards the middle of 1948, forty-six motor drivers' branches broke away from the Union and on 27 September of that year set up a new Finnish Road Transport Workers' Union which by July 1949 was claiming a membership of



5,000. During August and September 1949, when a Communist strike movement was in full swing in Finland, it recruited 2,000 new members. It is affiliated with the Finnish TUC.

Endeavours were made to repair this regrettable split. First the Secretary of the Scandinavian Transport Workers' Federation, Mr John Christensson, endeavoured to conciliate the parties, but without success. On 26 November 1948, at the request of the General Secretary of the Finnish Seamen's Union, Mr Wälläri, we wrote to the Finnish Transport Workers' Union and the Finnish TUC, urging both to help to restore unity. We further wrote:

*'Under the Constitution of the ITF, a union of transport workers in a particular country can only be admitted to affiliation in consultation with and with the approval of other transport workers' unions already affiliated with the ITF in the country concerned. The implication as far as the Finnish Motor Drivers are concerned, is obvious – they would under the existing circumstances not be able to participate in international trade union work until the position has been restored at the national level.'*

Neither of the organizations replied to this letter. The matter was complicated by demarcation disputes. The Transport Workers' Union caters for drivers employed in industrial and commercial establishments. In the view of the TUC and other unions concerned this is a violation of the principle of 'industrial unionism', according to which workers must belong to the union of their industry irrespective of their trade.

**National Chinese Seamen's Union:** This Union affiliated to the ITF in 1935. During the war relations were interrupted, but though they were re-established after the war they have not been as frequent as we should have wished, owing no doubt to post-war troubles. In 1946 the Union paid £20 in affiliation fees, and in 1948 promised \$100 as a contribution to the maintenance of our office in Singapore, expressing regret that it was not possible to make it more. The amount promised has not been received.

The Union sent two delegates to our Oslo Congress: Messrs L.S. Wong, their General Secretary, and W. C. Sun. Unfortunately they were delayed on the way and only arrived in the evening of the day before the Congress ended, so that there was little time for discussions. It was agreed that they should come to our office in London, but a few days later we received a letter saying that they would be unable to keep the appointment and were returning to Shanghai direct from Oslo.

This was the more to be regretted since we had hoped to clear up with them, among other things, the question of the organization of seamen permanently domiciled outside China who are Chinese by race but not by nationality, over whom the Union was also claiming jurisdiction. Fortunately Mr Wong was

in Geneva in November and December 1948 for the meeting of the Joint Maritime Commission, and as a result of conversations Messrs Oldenbroek and Reed had with him it was agreed that the Chinese Seamen's Union would forego its claim to jurisdiction over the seamen in question, an arrangement which it was hoped would facilitate the amalgamation of the seamen's unions in ports such as Hongkong and Singapore, which were split into sections, some of which owed allegiance to the Chinese Seamen's Union at Shanghai, while others wished to remain independent.

We have not heard from Mr Wong since these talks, but this was hardly to be expected, since Shanghai is now under Communist rule.

**All-India Railwaymen's Federation:** This organization joined the ITF over twenty years ago, but during the intervening period only paid for a few years a token affiliation fee of 100 rupees. Statements made at delegate meetings of the Federation, however, show that the Federation still considers itself to be affiliated and is interested in the activities of the ITF. Correspondence is not as regular as we should like it to be, but such as it is it shows that the organization is at any rate with us in spirit. Knowing the difficulties with which it has to contend, we have kept it on our books.

We have information to the effect that a recent delegate conference decided to resume active affiliation, on the understanding that a reduced affiliation fee would be charged, but up to the end of the period no official communication to that effect had been received.

**New Zealand Waterside Worker's Union:** This organization has been affiliated with the ITF for over twenty years. A change of leadership occurred in 1942, but it had no adverse effects on relations with the ITF. In August 1946 affiliation fees were paid for the years 1939 to 1946, in accordance with a promise made at the beginning of the war, but after that correspondence became less frequent. Requests for payment of affiliation fees for the years 1947-48 and 1949 remained for a long time unanswered.

In 1948 and 1949 the journal of the Union carried ever more evidence that Communists and fellow-travellers were in control of the organization, and were trying to provoke frequent disputes in the ports and collisions with the N Z Labour Government.

On 12 October 1949 the Union wrote us about the Canadian seamen's dispute, complaining that the ITF had failed to send it communications which had been sent to the New Zealand Federation of Labour. We gathered that the NZ Federation of Labour had quoted from press telegrams about the joint Dockers' and Seafarers' Conference held under the auspices of the ITF at Rotterdam from 26 to 30 August 1949 - which urged the free trade unions to fight the disruptive activities of the Communists, suggested the setting up of an ITF Vigilance Committee, and called for the expulsion of the Canadian Seamen's Union from the ITF - and that the Federation had communicated the

contents of these telegrams to the NZ Waterside Workers' Union in an attempt to dissuade it from supporting the CSU.

In a reply dated 24 October we pointed out that all communications issued by the ITF to affiliated unions on the subject of the Canadian seamen's dispute had been duly sent to the NZ Waterside Workers, including the press communique of 25 April 1949 and the circular of 17 May condemning the action of the Canadian Seamen's Union: and further that no communication had been sent to the New Zealand Federation of Labour. We also suggested that before deciding to support the CSU the Union would have done well to consult the ITF.

In its letter to the ITF the union had referred to itself as an organization of 'long-standing and financial affiliation' in the matter with the ITF. In point of fact the Union was in arrears with affiliation fees for the years 1947, 1948 and 1949, of which we reminded them in our reply of 24 October. On 7 November we received a letter dated 21 October which contained two bank drafts (one for £112 dated 18 June 1948) totalling £235.8.10, the total owing by the Union for affiliation fees for the previous three years.

The biennial conference of the NZ Waterside Workers' Union was due to start on 6 December 1949. The *Daily Herald* carried on 16 December a telegraphic report from Wellington that the Union had decided to join the WFTU, in defiance of decisions of the NZ Federation of Labour and the ITF.

Up to the time of writing (January 1950) the Union had not yet written to the ITF about the matter.

**Norwegian Transport Workers' Union:** The Norwegian Transport Workers' Union reached the fiftieth anniversary of its foundation in 1946. We seized the opportunity afforded by our Congress in Oslo to present it with a suitably inscribed chairman's bell in honour of the occasion.

**Spanish unions:** The Spanish Railwaymen's Union and the Spanish Transport Workers' Federation ceased to pay affiliation fees when the Spanish war ended in 1939, though they continued to carry on their activities underground. On 8 May 1948 their representative in Paris wrote to say that they wished to restart paying their fees, on 12,000 and 13,000 members respectively.

In view of the difficulties under which these unions are necessarily operating, the Executive Committee decided, at its meeting in Oslo, that the Spanish unions should pay an affiliation fee of 25 per cent of the standard rate.

## RELATIONS WITH UNAFFILIATED ORGANIZATIONS

**Danish Railway Clerks' Association:** At one time during the period we had hopes of the affiliation of the Danish Railway Clerk's Association. A proposal to that effect was supported by its General Secretary at the Associations Biennial Congress 1948, but was defeated by forty-six votes to twenty-six, with fifty abstentions.

**Icelandic Radio Officers' Union:** The Icelandic Radio Officers' Union enquired in February 1949 about conditions of affiliation, but did not pursue the matter further after the information had been furnished.

**Norwegian Ships' Pilots' Association:** On the occasion of the Congress of the Norwegian Transport Workers' Union in September 1949 contact was made with the leader of the Norwegian Pilots' Association, and a suggestion that they should affiliate with the ITF was sympathetically received. The Association enquired about the organization of pilots in other countries and their relations with the ITF. An enquiry into the matter was in process at the end of the period under review.

**New Zealand:** The question of affiliation with the ITF was considered at a meeting of the New Zealand Transport Workers' Federation on 17 February 1948, and, at the request of its Secretary, information was sent on 24 March of the same year about the rate of affiliation fees and the attitude of the ITF towards the WFTU. No further communication has since been received. The New Zealand Waterside Workers' Union, which is one of the component bodies of this Federation, has been affiliated with the ITF for many years, but at the end of 1949 reports were received to the effect that it had joined the WFTU (see page 128 of this Report.)

Particulars of conditions of affiliation were also sent, at its request, to the New Zealand Railway Officers' Institute.

**South Africa:** Early in 1948 prospects looked bright of the affiliation of two South African railwaymen's organizations. From a letter received from Mr Van Niekerk, leader of the Locomotivemen's Society, it appeared that the organization was favourably disposed, but that an alteration of its rules – anticipated in the near future – would first be necessary.

Also, as a result of an approach made at our request by Mr De Vries, then workers' member for South Africa on the Governing Body of the ILO, we received a letter from the Secretary of the Federal Consultative Committee of the South African Railway and Harbour Staff Associations to say that the question of affiliation was receiving consideration, though some constitutional changes and financial arrangements between the six unions concerned would first have to be made. He was hopeful that the matter would be settled within a few months, and that a decision of affiliation would then be reached.

The electoral defeat of General Smuts and the triumph of Dr Malan's Nationalist Party, in July 1948, has changed the situation. Relations are being maintained, and are friendly, but it is clear that it is not yet time for affiliation.

**Behind the Iron Curtain:** Though we have long abandoned the idea of establishing any kind of direct contact with the transport workers' organizations in the satellite states of Soviet Russia while present conditions prevail, some of these organizations have been trying to interest Western transport workers' trade unions in their affairs.

Early in 1948 the Bulgarian railwaymen's and seamen's unions wrote to transport workers' unions in the West. In the main their letter extolled their economic and social achievements, but it ended with an appeal to close the ranks of the transport workers' trade unions in order to resist the new capitalist war which the rulers of the USA, the United Kingdom and France were accused of contemplating. Two of our affiliated unions informed us of the approaches made: the Belgian Transport Workers' Union had not answered the communication, while the British National Union of Seamen had replied suggesting that the proper place for all transport workers' organizations was inside the ITF.

**Hungary:** We have received a report on the General Delegate Meeting of the Hungarian Railwaymen's Union which was held from 1 to 3 December 1947. It is noteworthy that although some time ago we made a gift of £500 of medical supplies for the Railwaymen's Hospital, and furnished the organization with information about conditions of employment in Western Europe (neither of which, by the way, was ever acknowledged by the Union), the Delegate Meeting, though sending telegrams of greetings to the WFTU and the French Railwaymen's Union, did not see fit to do the same by the ITF. There was a vigorous purge throughout the Hungarian trade union movement at the end of 1947 and beginning of 1948, when workers showing lack of enthusiasm for the amalgamation of the Socialist Party with the Communist Party were ruthlessly ousted from trade union posts and from their jobs. As a result many changed their party allegiance for safety reasons.

In December 1948 Hungarian emigrés, among them the former Minister of Foreign Affairs and the former Ambassador in London, urged upon us the need to increase the broadcasting time allotted by the British Broadcasting Corporation to the countries behind the Iron Curtain. These assured us that the vast majority of the population in these countries were at heart opposed to the Communist régimes, but needed to be sustained in their opposition by true and unbiassed information about events in the world at large. These views were confirmed by people living and working behind the Iron Curtain with whom we have been able to establish contact. It was suggested that broadcasting should not be confined to factual matter, but that there should be appropriate political comment to help people to understand events. We conveyed the suggestion to the appropriate quarter, offering our assistance – as we did during the war – should this be desired.

**Polish socialists:** in exile held a conference in Brussels in the summer of 1948. Mr Karol Maxamin, a former member of the General Council of the ITF, attended the conference, and in November 1948, on the occasion of a meeting of the Executive Committee of the ITF in Paris, at which he was invited to make a statement, explained that resistance to the Communist régime in the countries behind the Iron Curtain was real, and that there were clandestine

organizations and a clandestine press. He urged that the movement be assisted from outside, particularly by broadcasts on similar lines to those with which the various national resistance movements were assisted during the war.

## RELATIONS BETWEEN AFFILIATED ORGANIZATIONS

In general relations between affiliated organizations are frequent and cordial, but in most cases they do not call for special mention. We quote a few instances, however, which are of special significance, or in which the Secretariat of the ITF has played a part.

**France and the USA:** When the *Force Ouvrière* trade unions of transport workers were set up in France in April 1948, the ITF representative in New York informed several of the railwaymen's unions in the USA of the difficulties with which the new organizations were having to contend. As a result they supplied the French unions with ten badly needed typewriters.

**Young railwaymen's camp in Germany:** The German Railwaymen's Union organized in the summer of 1949, at a beauty spot in the Bavarian Alps, an educational and recreational camp for members of its youth groups. Through the ITF it issued an invitation to about 150 young members of other European trade unions to spend a fortnight at the camp. The invitations were accepted, and to judge by enthusiastic letters received from some of the participants it seems to have been a great success. The suggestion has been made to us that the German initiative was worth copying in other countries, and on the date this Report closed there were prospects of the matter being taken up in the United Kingdom.

**USA and Germany:** At the initiative of Mr Fraser, President of the Order of Railroad Conductors of the USA, who visited Germany in 1947, the American railwaymen's brotherhoods organized a collection of clothing for the German railwaymen. As a result 170 bales of clothing were delivered to the Railwaymen's Union in Frankfurt at the end of June 1948.

**Norwegian transport workers' Trade Union Council:** Six Norwegian transport workers' unions – of the Railwaymen, Locomotivemen, Seamen, Ships' Engineers and Transport Workers, all affiliated with the ITF, and the Pilots' Association, not yet affiliated – have reconstituted their pre-war Council, which consists at the national level of the Executives of the six unions and at the local level of the branch committees. The Council deals with all questions of common interest to more than one of the unions, including international questions. ERP and the boycott of Panamanian ships, for instance, were on the agenda of a meeting held in March 1949.

**Belgium, Holland and Luxemburg:** On 18 November 1948 representatives of the Belgian Transport Workers' Union, the Dutch Merchant Marine Officers'

Union and the Dutch Transport Workers' Union met at the offices of the Belgian Transport Workers' Union in Antwerp for the purpose of planning for regular consultation between the transport workers' unions of the two countries in connection with the future economic union of the Benelux countries. It was decided to set up a consultative commission to be known as *Benetra*, with sub-committees for harbours, shipping, Rhine and inland waterways, fisheries, road transport and dredging. The *Benetra* commission was composed of O. Becu *Belgian Transport Workers' Union*, Chairman; J. J. A. Berger *Dutch Transport Workers' Union*, Secretary; P. de Vries *Dutch Merchant Marine Officers' Union*; R. Laan, T. Smeding and H. M. W. Westerlaken *Dutch Transport Workers' Union*; and R. Dekeyzer, G. Hendrickx, G. de Crom and W. Cassiers *Belgian Transport Workers' Union*.

The railwaymen's unions of Belgium, Luxemburg and Holland have also made arrangements for permanent and systematic cooperation, not only among themselves, but also with *Benetra*.

#### LIST OF AFFILIATED ORGANIZATIONS

- x estimate
- o relations interrupted, omitted from total
- y 1947 membership
- z 1946 membership
- i membership ineffective, omitted from total
- s suspended from membership, omitted from total
- A 'agreed membership', i.e. an agreement between affiliates of the RLEA on sharing the expenses of the Association
- F affiliated February 1950
- M affiliated May 1950

Country	Organization	1947	31st December	
			1948	1949
ARGENTINA	Sindicato Obreros Marítimos Unidos <i>Seamen</i>	4,000	4,000	
	1949 embodied in Confederación General de Gremios Marítimos y Afines <i>Seafarers</i>			16,204
	La Fraternidad	o	o	o
	<i>Locomotivemen</i>			
	Unión Ferroviaria <i>Railwaymen</i>	o	o	o

Country	Organization	1947	31st December	
			1948	1949
ARGENTINA	Unión Tranviarios <i>Tramwaymen</i>	o	o	o
AUSTRALIA	Maritime Transport Council <i>Seafarers</i>	15,000	15,000	15,000
AUSTRIA	Gewerkschaft der Eisen- bahner <i>Railwaymen</i>	75,850	73,320	70,025
	Gewerkschaft der Bedien- steten im Handel, Trans- port und Verkehr <i>Transport Workers</i>	20,975	21,883	22,033
BELGIUM	Belgische Transportarbei- dersbond <i>Dockers, Sea- farers, Transport Workers</i>	27,122	28,799	30,350
	Secteur Cheminots de la Centrale Générale des Ser- vices Publics <i>Railwaymen</i>	32,000	32,000	35,000
	Centrale Belge du Person- nel des Tramways, Vicinaux et Autobus <i>Tramwaymen and Bus Staff</i>	15,698	16,071	15,000
	Secteur Aviation Civile de la Centrale Générale des Services Publics <i>Civil Aviation</i>			800
BRITISH GUIANA	BG and WI Federated Seamen's Union	?	400	400x
CANADA	Canadian Seamen's Union	6,000	6,000	s
	Canadian Brotherhood of Railway Employees and other Transport Workers	22,000	22,000	23,000
CEYLON	All-Ceylon Seamen's Union	300x	300x	300x
CHILE	Federación Industrial del Transporte Marítimo y Por- tuario <i>Seamen and Dockers</i>	?	?	10,000
	Federación Industrial Fer- roviaria <i>Railwaymen</i>	?	?	44,100
CHINA	National Chinese Seamen's Union	152,298	?	o



Country	Organization	1947	31st December		
			1948	1949	
CUBA	Federación Marítima Nacional <i>Seamen</i>			13,597	
	Federación Nacional Hermandad Ferroviaria <i>Railwaymen</i>			18,000	
	Federación Nacional de los Obreros del Transporte <i>Transport Workers</i>			25,000	
	Federación Aérea Nacional <i>Civil Aviation</i>			1,300	
DENMARK	Sømaendenes Forbund i Danmark <i>Seamen</i>	4,107	4,312	4,700	
	Søfyrbødernes Forbund i Danmark <i>Ships Firemen</i>	1,768	1,800x	1,800x	
	Dansk Sø-Restaurationers Forening <i>Ships Caterers</i>	900	975	950	
	Dansk Arbejdsmandsforbund <i>Dockers, Road Transport Workers</i>	35,000	35,000	35,000	
	Dansk Jernbaneforbund <i>Railwaymen</i>	9,972	10,407	10,751	
	Dansk Lokomotivmands Forening <i>Locomotivemen</i>	1,800	1,874	1,984	
	Privatbanefunktionærernes Forbund <i>Staff Private Railways</i>	1,394	1,295	1,175	
	Dansk Lokomotivmands-Forbund <i>Private Railways' Locomotivemen</i>		400	340	
	ECUADOR	Sindicato de Estibadores Portuarios y Auxilios <i>Dockers</i>			220
		EGYPT	Cairo General Union of Motor Drivers	1,557	2,570
Heliopolis Metro Workers' Union	?		?	I	
Misr Airworks Workers' Union	?		?	I	
Alexandria Autobus Driv-	750Y		500	?	

Country	Organization	1947	31st December	
			1948	1949
EGYPT	ers' and Workers' Union			
	Port Said Taxi Chauffeurs' Union	?	?	I
	Misir Fluvial Workers' Union - Cairo	500 Y	?	I
	Alexandria Taxi Drivers' Union	?	?	I
	Ismailia Chauffeurs' Union	150	200	?
	Zagazig Motor Drivers' Union	200	150	?
	Port Said Transport Workers' Union	?	?	I
	General Omnibus Co. Workers' Union - Boulac, Cairo	500 Y	?	I
	Alexandria Mercantile Navy Staff Syndicate	500 Y	?	550
	EIRE	Irish Seamen and Port Workers' Union	1,000	1,000
Irish Transport and General Workers' Union		5,000	5,000	5,000 x
FINLAND	Finlands Sjömans-Union <i>Seamen</i>	6,383	6,562	6,520
	Finlands Maskinmästare-Förbund <i>Ships Engineers</i>	1,400	1,300	1,754
	Finlands Transportarbetare-Förbund <i>Dockers and Transport Workers</i>	22,642	13,928	s
	Finska Järnvägsmannaförbundet <i>Railwaymen</i>	15,153	15,125	15,511
FRANCE	Finlands Lokomotivmannaförening <i>Locomotivemen</i>	3,500	3,750	3,830
	Fédération Nationale de la Marine Marchande <i>Seamen</i>		5,750	5,000
	Fédération des Officiers de la Marine Marchande <i>Ships Officers</i>		600	2,000
	Fédération Nationale des Ports et Docks <i>Dockers</i>		?	2,000

Country	Organization	1947	31st December	
			1948	1949
FRANCE	Fédération Syndicaliste Confédérée des Travailleurs des Chemins de Fer de France et d'Union Fran- caise <i>Railwaymen</i>		45,000	50,000x
	Fédération Nationale 'F.O.' des Transports <i>Road Transport Workers</i>		11,302	10,638
	Fédération des Travaux Publics et des Transports <i>Transport Ministry officials and Civil Aviation staff</i>	3,000	3,000	3,000
GERMANY	Gewerkschaft öffentliche Dienste, Transport und Verkehr <i>Urban Passenger Transport and Road Trans- port Workers, Seamen, Dockers and Inland Boatmen</i>	197,804	137,098	186,944
	Gewerkschaft der Eisen- bahner Deutschlands <i>Railwaymen</i>	282,084	402,024	442,638
	Gesamtverband der öffent- lichen Betriebe und Ver- waltungen sowie des Trans- portes Gross-Berlins <i>Berlin Transport Workers</i>			4,892
	Gewerkschaft der Eisen- bahner Gross-Berlins <i>Berlin Railwaymen</i>			2,000
GREAT BRITAIN	National Union of Seamen	55,000	55,000	60,000
	Navigators and Engineer Officers' Union	12,500	12,500	12,500
	Radio Officers' Union	6,000	5,750	5,366
	Transport and General Workers' Union	250,000	250,000	250,000
	National Union of Rail- waymen	434,009	434,000	394,833
	Associated Society of Loco- motive Engineers and Fire- men	74,859	81,219	73,967

Country	Organization	1947	31st December	
			1948	1949
GREAT BRITAIN	Railway Clerks' Association	90,361	88,978	83,644
	Union of Shop, Distributive and Allied Workers	40,000	40,000	40,000
	Scottish Horse and Motor- men's Association	20,000	20,000	20,000
GREECE	Pan Hellenic Seamen's Federation			25,000
	Dockers' and Porters' Fe- deration of Greece	o	o	o
	Pan Hellenic Railwaymen's Federation	o	o	10,800
	Greek Motor Transport Workers' Federation	o	o	o
	Hongkong Seamen's Union	3,119	3,000x	I
HONGKONG				
ICELAND	Sailors and Fishermen's Union	1,522	1,522	1,500x
INDIA	Indian Seamen's Union	?	?	?
	Maritime Union of India <i>Ships Officers</i>	900	1,087	1,000
	Bombay Coastal Seamen's Union			5,000F
	All-India Port and Dock Workers' Federation		34,000	34,000x
	All-India Railwaymen's Fe- deration	?	?	287,000
	National Union of Rail- waymen of India and Burma	3,000x	3,000x	?
	Jewish Masters', Officers' and Seamen's Union	300x	?	820
ISRAEL	International Union of Railway, Post and Tele- graph Employees in Pales- tine	850	?	I
ITALY	Federazione Gente del Mare <i>Seamen</i>			10,000F
	Federazione Nazionale dei Lavoratori Portuali <i>Dockers</i>			4,000M
	Sindacato Nazionale Ferro- vieri <i>Railwaymen</i>			15,000

Country	Organization	1947	31st December	
			1948	1949
JAMAICA	Maritime Union of Jamaica	?	?	i
	Jamaica Government Railway Employees' Union	1,923	?	i
	Tramway, Transport and General Workers' Union	500	500	?
JAPAN	All-Japanese Seamen's Union			145,229
	National Railway Workers' Union			450,000
	Federation of Municipal Transport Workers' Unions			30,000
	General Federation of Taxi Workers' Union			4,446
KENYA	Travel Bureau Trade Union			1,912
	Kenya and Uganda Railway Asian Union	1,006	1,800	1,698
LEBANON	Union des Syndicats d'Ouvriers du Transport de la République libanaise	2,500z	?	i
LUXEMBURG	Road Transport Workers			
	Landesverband Luxemburger Eisenbahner Railwaymen	5,200	5,211	5,500
MEXICO CITY	Alianza de Tranviarios de Mexico Tramwaymen	4,158	4,158	4,017
NETHERLANDS	Centrale Bond van Transportarbeiders Seamen, Inland Boatmen, Dockers, Road Transport Workers	29,040	32,264	34,253
	Centrale van Kapiteins en Officieren ter Koopvaardij Ships Officers	5,660	6,270	6,695
	Nederlandse Vereniging van Spoor- en Tramwegpersoneel Railwaymen and Tramwaymen	23,500	25,029	25,411
	Surinaamse Haven- en Transportarbeiders Bond Dockers	400x	400x	400x

Country	Organization	1947	31st December	
			1948	1949
NEW ZEALAND	Federated Seamen's Union of New Zealand	I	I	2,500
	New Zealand Waterside Workers' Union	6,755	6,631	s
	New Zealand Locomotive Engineers, Firemen and Cleaners' Association	2,270	2,285	2,310
NORWAY	Norsk Sjømannsforbund <i>Seamen</i>	18,000	23,000	26,000
	Norsk Maskinistforbund <i>Ships Engineers</i>	4,000	4,000	4,000
	Norsk Styrmandsforening <i>Mates</i>	3,060	3,114	3,300
	Norsk Transportarbeiderforbund <i>Dockers, Road Transport Workers</i>	23,627	23,338	23,330
	Norsk Jernbaneforbund <i>Railwaymen</i>	19,202	20,008	20,777
	Norsk Lokomotivmandsforbund <i>Locomotivemen</i>	2,082	2,159	2,220
PAKISTAN	Pakistan Transport Workers' Federation			57,000
RHODESIA	Rhodesia Railway Workers' Union	3,000	3,357	3,910
SAAR	Einheitsgewerkschaft der Eisenbahner <i>Railwaymen</i>			11,000M
ST. LUCIA	St. Lucia Seamen's and Waterfront Workers' Trade Union	416	400x	400x
SOUTH AFRICA	South African Council of Transport Workers	3,000	3,000	5,700
SPAIN	Sindicato Nacional Ferroviario <i>Railwaymen</i>	12,000	12,000	12,000
	Federación Nacional del Transporte UGT <i>Transport Workers</i>	13,000	13,000	13,000
STRAITS SETTLEMENTS				
Singapore	National Chinese Seamen's Union	3,500	3,000x	3,000x

Country	Organization	1947	31st December	
			1948	1949
SWEDEN	Svenska Sjöfolksförbundet <i>Seamen</i>	15,725	15,691	15,000
	Svenska Maskinbefälsförbundet <i>Ships Engineers</i>	2,819	3,099	3,248
	Svenska Transportarbetareförbundet <i>Dockers and Road Transport Workers</i>	42,584	41,595	39,819
	Svenska Järnvägsmannaförbundet <i>Railwaymen</i>	64,429	66,498	67,237
	Handelstjänstemannaförbundet <i>Salaried staff in transport and civil aviation</i>			3,000
SWITZERLAND	Verband der Handels-, Transport- und Lebensmittelarbeiter der Schweiz <i>Inland Boatmen and Dockers, Road Transport Workers</i>	9,687	9,753	9,701
	Schweizerischer Eisenbahnerverband <i>Railwaymen</i>	40,938	42,785	43,365
	Verband des Personals öffentlicher Dienste, Sektion Luftfahrt <i>Civil Aviation</i>			608
	Syndicat des Chauffeurs <i>Motor Drivers</i>	1,000z	I	I
TRINIDAD	Seamen and Waterfront Workers' Trade Union	1,800	1,800x	1,800x
UNITED STATES	Seafarers' International Union of North America	51,000	51,000	51,000
	National Organization of Masters, Mates & Pilots	5,000	9,000	9,000x
	International Longshoremen's Association AFL			55,000M
	Radio Officers' Union			1,275
	Railway Labor Executives' Association	705,882A	705,882A	705,882A
	Air Line Pilots' Association			5,000
	International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Help-	50,000	50,000	50,000x

<i>Country</i>	<i>Organization</i>	1947	<i>31st December</i>	
			1948	1949
UNITED STATES	ers of America			
URUGUAY	Federación Ferroviaria y Ramas Anexas del Uruguay <i>Railwaymen</i>		9,000	7,600



## 2 Administration and International Organisation

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### CONGRESS

The Congress that was held in Oslo from 19 to 24 July 1948 was one of the most important in the history of the ITF. It was the second to be held following the 1939-45 war.

Although the ITF was in full activity throughout the war, it was cut off for six years from many of its affiliated organizations, so the Zurich Congress in 1946 was very much in the nature of a reunion and an opportunity for taking stock, complicated by a proposal involving the dissolution of the ITF and the integration of its affiliated bodies in the recently established World Federation of Trade Unions as a 'trade department' – a proposal to which the Congress, overwhelmed by the circumstances of the moment and false hopes of a really united and all-embracing trade union movement, gave its somewhat reluctant and definitely conditional approval.

The interval between the Zurich Congress and that at Oslo saw the consolidation of the ITF in its post-war form and the initiation of its post-war work. It saw the falling away of organizations, formerly affiliated, which had come under communist influence. But it also saw the accession of many others, notably in the USA, whose affiliation had been regarded as a consummation devoutly to be wished but likely to be long delayed.

So the ITF which met at Oslo was an ITF more powerful, more influential and more united in outlook than ever before in its history. Membership was more than double what it had been before the war.

Although the decision was never for a moment in doubt, the question to which Congress devoted the greater part of its time was that of the negotiations which had taken place with the WFTU during the previous two years. A large majority of the delegates were this time agreed that there could no longer be any question of integration in that body, and that the ITF could best continue its work in complete independence. There were a few, however, who considered that it was undesirable to close the door completely to a possible change of policy resulting from ulterior developments in the international trade union movement, so for the sake of unanimity a compromise resolution was adopted calling for the maintenance of independence 'until such time as negotiations can be resumed with an all-embracing trade union international which offers sufficient prospects of an appropriate measure of autonomy for the international trade secretariats and guarantees the principles of free and democratic trade unionism'.

A new trade union international of the nature which the delegates to our Congress had in mind came into being with the founding of the International Confederation of Free Trade Unions on 7 December 1949.

The Oslo Congress adopted a new sliding scale of affiliation fees which provides a small but very necessary increase in the ITF's income, and also amended the rule relating to voting at Congresses as to make voting strength proportional to the affiliation fees paid.

Two other amendments to the Constitution were adopted: one clarifying and regulating in greater detail than formerly the method of electing the Manager Committee; and the other giving constitutional effect to the traditional method of choosing the President of the ITF. The President was at the same time given the right to attend, at the Federation's expense, all meetings taking place under the auspices of the ITF. The Executive Committee was further instructed to submit to the next following Congress proposals aimed at securing more adequate representation on the General Council of countries with large memberships.

Resolutions sponsored by the Seamen's Section 1) expressed dissatisfaction at the little progress made with the ratification of the Seattle Maritime Conventions and threatened independent action if a tripartite meeting representative of the two sides of the Joint Maritime Commission and the governments of the countries most concerned were not held, to consider the matter, before 15 November 1948, and instructed the Secretariat to prepare a plan of action for submission to a Seafarer's Conference to be held in connection with the meeting of the JMC in the autumn; 2) called for an international boycott of ships registered in Panama and Honduras for the purpose of evading social obligations, etc.; 3) called for investigation, with trade union participation, into the problem of ballasting for light ship passages; 4) called upon affiliated seafarer's unions to deny membership to men expelled or banned from membership of unions in other countries for anti-democratic or criminal behaviour; and 5) instructed the Secretariat to urge affiliated seafarer's organizations to do everything possible to secure participation of seafarer's representatives in all international deliberations and consultations connected with maritime affairs.

Other resolutions 1) asked the Executive Committee to consider setting up a Civil Aviation Section of the ITF; 2) asked the Executive Committee to approach the Director General of the ILO and the Workers' Group of the Governing Body with a view to obtaining more adequate representation of the several branches of transport at meetings in the Inland Transport Committee and ensuring that governments implement its decisions and recommendations; and 3) decided to set up a centre for the training of international trade union representatives.

It was decided that the International Labour Office should be informed 1) of improvements desired in the Dock Safety Convention of 1929, as revised in 1932; and 2) of the dissatisfaction of the Congress at the failure to take the action called for by the resolution on automatic coupling adopted by the

Inland Transport Committee; and that the ILO be further asked 1) to enquire into the conditions of life and work in the fishing industry, as a preliminary to the working out of international conventions; and 2) to hasten the convening of a tripartite conference of countries interested in Rhine navigation, with a view to the adoption of regional conventions relating to social insurance and working conditions.

The Congress also asked for the calling of a conference of editors of journals of affiliated organizations and a regional transport workers' conference for the Near and Middle East.

Particulars of the action taken to implement these decisions will be found elsewhere in this Report.

### GENERAL COUNCIL

The following was the composition of the General Council at the beginning of 1948:

Austria and Switzerland	R. Bratschi <i>Switzerland</i> V. Uebeleis <i>Austria</i>
Belgium, Holland and Luxemburg	O. Becu <i>Belgium</i> G. Joustra <i>Holland</i>
Denmark, Finland, Iceland and Norway	I. Haugen <i>Norway</i> P. Poulsen <i>Denmark</i>
Sweden	S. Christiansson
United Kingdom	J. B. Figgins <i>Railwaymen</i> A. Deakin <i>Transport Workers</i> D. S. Tennant <i>Ships' Officers</i>
Canada	A. S. Simpson
Near and Middle East	M. I. Zein el Din <i>Egypt</i>
Spain	Trifón Gómez
United States	B. M. Jewell <i>Railwaymen</i> A. E. Lyon, <i>Substitute</i> H. Lundeberg <i>Seaman</i> J. Hawk, <i>Substitute</i>
ITF Secretariat	J. H. Oldenbroek P. Tofahrn

Mr A. E. Lyon took the place of Mr B. M. Jewell early in 1948, on the appointment of the latter as Labor Adviser to the Economic Cooperation Administration.

The following is the new General Council chosen by our Oslo Congress, which was still in office at the end of 1949. The letters following the name indicate the nature of the union to which the member belongs: (R) Railwaymen; (T) Transport Workers generally; (RT) Road Transport Workers; (S) Seafarers.

Austria	V. Uebeleis (R)
	K. Weigl (T) <i>Substitute</i>
Canada	J. McGuire (R)
	S. Eighteen (R) <i>Substitute</i>
France	A. Lafond (R)
	E. Ehlers (S) <i>Substitute</i>
Germany	H. Jahn (R)
	J. Hatje (R) <i>Substitute</i>
	A. Kummernuss (T)
	H. Davidsen, <i>Substitute</i>
United Kingdom	J. B. Figgins (R)
	No substitute appointed
	A. Deakin (T)
	D. S. Tennant (S) <i>Substitute</i>
	G. Beardsworth (T)
	No substitute appointed
Spain	T. Gómez (R)
	A. Pérez (R) <i>Substitute</i>
Sweden	S. Christiansson (R)
	R. Helgesson (T) <i>Substitute</i>
United States	A. E. Lyon (R)
	No substitute appointed
	H. Lundeberg (S)
	M. Weisberger (S) <i>Substitute</i>
	D. J. Tobin (R T)
	G. M. Harrison (R) <i>Substitute</i>
Belgium, Luxemburg, Eire, Holland and Switzerland	O. Becu, Belgium (T) and (S)
	G. Devaux, Belgium (R) <i>Substitute</i>
	G. Joustra, Holland (R)
	T. Smeding, Holland (T) and (S) <i>Substitute</i>
	R. Bratschi, Switzerland (R)
	H. Leuenberger Switzerland (T) <i>Substitute</i>
	M. Leick, Luxemburg (R)
	No substitute appointed
Denmark, Finland, Iceland and Norway	P. Poulsen, Denmark (T)
	L. Olsen, Norway (T) <i>Substitute</i>
	I. Haugen, Norway (S)
	Th. Laursen, Denmark (S) <i>Substitute</i>
	G. Widing, Finland (R)
	J. K. F. Jensen, Denmark (R) <i>Substitute</i>
Latin America	No member appointed
Near and Middle East	M. I. Zein el Din, Egypt (R T)

Near and Middle East  
ITF Secretariat

No substitute appointed  
J. H. Oldenbroek  
P. Tofahrn

The General Council met twice during the period under review: on 24 July 1948, at Oslo, immediately following the Congress, for the purpose of electing the President of the ITF, when Mr Omer Becu was chosen; and again at Antwerp on 13 and 14 May 1949.

### EXECUTIVE COMMITTEE

The Executive Committee in office at the beginning of 1948 consisted of:

O. Becu, President  
R. Bratschi  
S. Christiansson  
J. B. Figgins  
T. Gómez  
B. M. Jewell  
G. Joustra  
J. H. Oldenbroek, General Secretary

Shortly after the meeting of the Executive Committee held in Luxemburg on 4, 5, and 8 April 1948, Mr B. M. Jewell resigned his membership on being appointed *Labor Adviser to Mr Paul Hoffman, the ERP Administrator.*

Our Oslo Congress elected on 24 July 1948 the following new Executive Committee, which was still in office at the end of 1949:

O. Becu, President  
R. Bratschi  
S. Christiansson  
J. B. Figgins  
T. Gómez  
G. Joustra  
A. E. Lyon  
J. H. Oldenbroek, General Secretary

During the period under review, the Executive Committee met in:

Luxemburg, on 4, 5, and 8 April 1948  
Oslo, on 18, 19, and 22 and 23 July 1948  
Paris, on 12, 13, and 14 November 1948  
Antwerp, on 11, and 12 May 1949  
London, on 24, 25, and 26 October 1949

## MANAGEMENT COMMITTEE

At the beginning of 1948, the Management Committee was composed of:

A. Deakin *Transport and General Workers' Union*

F. Bostock *Railway Clerks' Association*

T. Yates *National Union of Seamen*

There was one vacancy, owing to the resignation of Mr John Benstead, of the National Union of Railwaymen.

Mr Bostock died shortly before our Oslo Congress.

At Oslo, the British delegation nominated and the Congress elected a new Management Committee consisting of the following:

J. G. Baty *Associated Society of Locomotive Engineers and Fireman*

A. Deakin *Transport and General Workers' Union*

G. B. Thorneycroft *Railway Clerks' Association*

T. Yates *National Union of Seamen*

The Management Committee met on 13 February, 30 March, 28 May, 12 October and 14 December 1948, and 8 February, 12 and 13 April, 2 August and 4 October 1949.

Mr T. Yates was elected Chairman of the Committee at the meeting of 12 October 1948.

At the close of the period under review, the members elected at the Oslo Congress, were still in office.

## AUDITORS

The auditors elected by the Oslo Congress were:

T. Howard *British Railway Clerks' Association*

W. T. Potter *British National Union of Railwaymen*

H. J. Perkins *British Radio Officers' Union*

## ACCOUNTANTS

Messrs Hesketh, Hardy and Hirshfield, chartered accountants of London, continued to audit the books and accounts of the ITF during the two years under review.

## ESTABLISHMENT

**London office:** At the beginning of the period under review the ITF was occupying as offices two residential flats in the rear annexe of the British National Union of Seamen's building, Maritime House, Old Town, Clapham, London S W 4. The accommodation was very inadequate and inconvenient, but it

was the best that could be secured at the time. The rent was £350 a year, inclusive of rates.

At the beginning of August 1948 we were able to move into four flats in the front of the main building, on the third floor, at a rent of £700 a year inclusive of rates. While affording just sufficient accommodation for our needs at the time, it left no room for the expansion that was needed and had no central heating, so that we had to rely on gas and electricity. We were therefore glad to seize the opportunity afforded by the vacation by the Post Office Department of a large hall on the first floor of a wing of the same building. The trustees of the National Union of Seamen were willing to partition this hall into twelve rooms on condition that we signed a lease for at least seven years at a rental of £1,200 a year inclusive of rates and central heating. We moved in on 7 January 1949.

**New York office:** This office is in the charge of Mr Willy Dorchain, assisted by a shorthand-typist. It was established during the war, mainly to deal with war-time seamen's problems, but has since been used chiefly as a basis from which to secure new affiliations in the United States, and to maintain contact with such organizations as are already affiliated in that country.

**Amsterdam office:** The Amsterdam office of the ITF has only a formal existence as such, and no personnel is employed there. The building belongs to the ITF, but is now let to two trade unions, and the office is formally maintained as an address to facilitate negotiations with the Dutch Government about war damage claims.

**Singapore office:** The Singapore office has now been closed. For particulars see the chapter of this Report dealing with Regional Organization.

**Bombay office:** This office was established early in 1949 as a means for informing Indian unions about the activities of the ITF and for keeping the ITF informed about happenings in the Indian transport workers' movement. It is in the charge of Mr D. Mungat, as Honorary Secretary, with Mrs Khamdar as paid Assistant Secretary. For further particulars see the chapter of this Report dealing with Regional Organization.

## PERSONNEL

The following was the composition of the permanent staff at the end of 1949:

- 1 translator for French and bookkeeper *Miss T. Asser*
- 2 translators for English *G. R. Clutterbuck and R. Santley*
- 1 chief research officer *M. Zwalf*
- 1 clerk in charge of filing, typing and duplicating *A. Klatil*
- 1 shorthand reporter *Mrs L. A. Kant*
- 1 technical officer for the Railwaymen's Section *F. Strauss*
- 1 telephonist and duplicator operator *Mrs M. Seurre*

1 shorthand-typist for English *Miss J. Bates*  
1 translator for Swedish *L. Vincent*  
1 shorthand-typist for Swedish *Miss I. Larsson*, later replaced by *Miss I Elmberg*  
1 translator for Spanish *M. Martínez*  
1 translator for German *A. Spirig*  
1 translator for French *J.L. Merle*  
1 research assistant *K. A. Golding*  
1 copy-typist for English *Mrs G. Eady*  
1 copy-typist for Spanish *A. Soto*  
1 junior clerk *A. Cairns*

The descriptions indicate the chief occupations of the persons concerned, but many of them are versatile and can and do turn their hand to other work. The seven last mentioned are additions to the number of posts during the two years covered by the Report. Mrs Seurre, Miss Larsson and Mr Vincent also joined the staff during the period, but they replaced other members who resigned.



## 3 Regional organization

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### ASIA

In November 1947 the General Council of the ITF approved a proposal to set up a Far Eastern Secretariat of the ITF, for the purpose, more particularly, of assisting and trying to coordinate the work of the Asian seafarers' unions. At the beginning of 1948 the Management Committee decided to carry the proposal into effect, and Mr George Reed, who had already had two years' experience of this work in India, acting on behalf of the British National Union of Seamen, was prepared to go out as Special Commissioner of the ITF and open up an office in Singapore. He sailed with his wife on 12 March 1948 and stayed in the Far East until August 1949, when the state of his health forced him to close the office and return to Europe. The Management Committee then decided that he should continue the work, for a limited period, in London, and he was still doing this at the end of 1949.

To help to finance this and other work, an appeal for funds was sent out to affiliated organizations on 22 November 1948, and the Seafarers' Section of the ITF decided to ask affiliated seafarers' organizations to contribute the sum of threepence per member for each of the two years 1948 and 1949. This was expected to make a total of £5,000, but the actual sum contributed was somewhat larger.

While in the Far East, Mr Reed visited Bombay, Calcutta, Khulna in Eastern Pakistan, and Hongkong. In India he helped to keep together the seafarers' trade union movement, which was in danger of breaking down following the partition of the country into India and Pakistan.

In Singapore he ended the rivalry between six seafarers' organizations and induced them to cooperate under his chairmanship, and by negotiation with the shipowners and the authorities succeeded in getting an official seafarers' registration and employment bureau set up, jointly managed by the Government and representatives of the shipowners and seafarers. This bureau is intended to put an end to the exploitation of the seamen by the ghaut serangs (crimps), who literally sell them their jobs.

In Hongkong he found a situation very similar to that in Singapore, with four rival seamen's unions. Here again he succeeded in getting them to decide to work together, and his conversations with Government officials and shipowners resulted in the setting up of a committee to study the system of registration and engagement started at Singapore.

Mr Reed came to Europe at the end of November 1948 to attend a meeting of the Joint Maritime Commission. While he was here a conference of representatives of seafarers' unions having interests in Asia was held at the offices

of the ITF. It was attended by Messrs Mungat and Rosario, of the Maritime Union of India; Müller, representing the Dutch Ships Officers' Union at Batavia; Tennant, General Secretary of the British Navigators' and Engineer Officers' Union; Reed and Oldenbroek. The meeting reviewed the maritime situation in all parts of Asia and concluded that while the work already done by the ITF in Asia had been fruitful, a very great deal still remained to be done to consolidate and extend the gains made; that it was in the interest both of the Asian seafarers and those in other parts of the world that the former should be helped to set up genuine and solidly established trade unions; and that it was highly desirable that an Asian Seafarers' Conference should be held at the earliest possible date for the purpose of awakening interest and educating Asian leaders.

Advantage was also taken of the presence of Mr Reed in Europe to approach the British Colonial Office for the purpose of interesting it in the application of the international labour conventions in the colonial countries. One of these conventions, that relating to the engagement of seamen, is a very suitable instrument for ending the crimp system.

Mr Reed returned to India in April 1949. Arrangements were already being made for him to visit Japan, but in July he became seriously ill and had to go into hospital. His doctor forbade him to make the journey to Japan, and advised him to return to England, where he arrived at the beginning of September 1949. This necessitated closing down the Singapore office.

Since his return to London Mr Reed has, among other things, been making representations to the Colonial Office and British shipping companies with a view to ensuring the proper working of the Seamen's Registration Bureau in Singapore, which shipowners have been making use of to legalize the recruitment of seamen engaged in an illegal fashion, thus perpetuating in effect the old system.

When Mr Mungat was in Europe for the meeting of the Joint Maritime Commission of the ILO in December 1948, the Management Committee of the ITF had a conference with him about the trade union position in land transport in India. It appeared that only the railwaymen had an organization really national in scope, but the dockers had just formed a national federation, and there was reason to believe that it would establish itself and develop. The road transport workers had only local organizations in a few centres of population. Mr Mungat suggested that it would be very useful to bring the leaders of the transport workers together and get them to cooperate, and that this might be done under the aegis of the ITF.

The Management Committee decided to allot the sum of £1,000 to finance the setting up of a Regional Information Office in Bombay, with Mr D. Mungat in charge as Honorary Secretary. As a result we are now being much better and more regularly informed about happenings in the Indian transport workers' movement.

The Regional Information Office has been issuing since November 1949 a monthly Press Report, which is sent to 150 organizations and periodicals in India and Pakistan. Educational activity has also been started, Mr Mungat running a class of over twenty pupils, mainly railwaymen, in trade union principles and administration. In August 1949 the Office printed and distributed to transport workers' organizations in India a message from the General Secretary of the ITF.

## LATIN AMERICA

During the period under review Mr Lombardo Toledano's CTAL, Latin-American Confederation of Labour, which works hand in glove with the WFTU, has been eclipsed by a new organization, the CIT Inter-American Confederation of Labour, an organization of free trade unions whose constituent congress, at which sixteen American countries were represented, was held in Lima, Peru, from 10 to 13 January 1948. The membership of the participating organizations was estimated at about 14,000,000. After a spell in Santiago, Chile, the Confederation now has its headquarters in Havana, Cuba.

Relations with the CIT have been very good indeed and mutually helpful. The CIT follows a policy which is the direct opposite of that of the CTAL. While the latter's President did everything in his power to prevent the establishment of relations between the Latin-American trade unions and the international trade secretariats, the Lima Conference adopted two resolutions aiming at the establishment of such relations. One of them specifically recommended affiliation with the ITF, and was introduced by the Railwaymen's delegates from Chile and seconded by Mr B.M. Jewell, who participated in the Conference as representative of the American Railway Labor Executives' Association and delivered a message on behalf of the ITF.

In May and June 1948 Mr Trifón Gómez made a 46-day trip through Latin America on behalf of the ITF, in the course of which he visited twenty-six different trade union organizations. Except for the railwaymen's and tramwaymen's unions in Argentina they gave him a good reception and lent an attentive ear to what he had to say about his mission and the work of the ITF.

Very important contacts have been made as a result of this trip, and since Mr Gómez' return the Secretariat has been engaged in a busy exchange of correspondence with the Latin-American transport workers' organizations, which are becoming increasingly interested in the work of the ITF.

As from 1st January 1949 we have been issuing our *Press Report* in the Spanish language and distributing it in considerable quantities throughout Latin America.

The interest shown in our work in this part of the world led the Executive Committee to take steps to establish a Latin-American Subsecretariat of the

ITF, and, as the CIT was planning to hold its Congress in Havana from 6 to 10 September 1949 and a number of representatives of transport workers' unions were to be in attendance, as delegates either of their own organizations or their national trade union centre, it was decided that we should organize a Latin-American Transport Workers' Conference in the same city immediately following, from 11 to 13 September.

This plan was duly carried out. Messrs Gómez and Oldenbroek were appointed to represent the Executive Committee of the ITF, and they were accompanied by Mr L. Martínez, who is in charge of Latin-American matters in the office of the ITF. Mr A. E. Lyon, who attended the CIT Congress as representative of the Railway Labor Executives Association, was also persuaded to attend the ITF Conference for the first two days.

The Conference was attended by fifty delegates from twenty-eight organizations in Argentina, Bolivia, Brazil, Colombia, Costa Rica, Cuba, Dutch Guiana, Ecuador, Salvador, Haiti, Panama, Paraguay, Peru, St. Lucia, Trinidad, Uruguay and Venezuela, and was in every way a success. Its main purpose, of course, was to set up a Latin-American Subsecretariat of the ITF, and adopt the Rules under which it will operate, but a number of resolutions connected with the future work of the Subsecretariat were adopted.

It was decided almost unanimously that the headquarters of the Subsecretariat should be in Cuba, and the Cuban Confederation of Workers had kindly offered office accommodation and other facilities free of charge.

Subject to the approval of the Executive Committee of the ITF, which was later given unanimously, a Regional Committee was elected of the following:

General Secretary	JAVIER BOLAÑOS PACHECO Cuban Railwaymen's Federation
Financial Secretary	CALIXTO SÁNCHEZ WHITE Cuban Civil Aviation Workers' Federation
Organizational Secretary	FERNANDO GONZÁLEZ Cuban Road Transport Workers' Federation
Propaganda Secretary	EDUARDO CARTAYA Cuban Road Transport Workers' Federation
Minutes and Correspondence Secretary	JOSÉ ENSEÑAT POLIT Cuban Seamen's and Dockers' Federation

The following organizations in Latin America were already affiliated with the ITF at the beginning of 1948:

*Sindicato Obreros Marítimos Unidos* (Argentine seamen)

*Federación Industrial del Transporte Marítimo y Portuario de Chile* (Chilean seamen and dockers)

*Alianza de Tranviarios de México* (Mexican tramwaymen)

The following joined, during 1948 and 1949, prior to the Latin-American Transport Workers' Conference in Havana:

*Federación Industrial Ferroviaria de Chile* (Chilean railwaymen)  
*Confederación General de Gremios Marítimos y Afines* (Argentine seamen's and dockers' Confederation) – which includes the *Sindicato Obreros Marítimos Unidos* mentioned above

*Federación Ferroviaria y Ramas Anexas del Uruguay* (Uruguayan railwaymen)  
*Sindicato de Estibadores Portuarios y Auxilios* (dockers, etc, of Ecuador)

*Federación de Ferroviarios del Ecuador* (railwaymen of Ecuador) – since withdrawn

*Federación Nacional de los Obreros del Transporte* (Cuban road transport workers)

The following have joined (up to the end of 1949) since the Havana Conference:

*Federación Marítima Nacional* (Cuban seamen and dockers)

*Federación Aérea Nacional* (Cuban civil aviation personnel)

*Federación Nacional Hermandad Ferroviaria* (Cuban railwaymen)

In October 1949 the *Sindicato de Trabajadores Ferrocarrileros de la República Mexicana* (Mexican railwaymen) amended their Constitution to provide specifically for affiliation with the ITF, but no application for affiliation was received during the period covered by this report.

Further, three Brazilian organizations, the *Federação Nacional dos Condutores de Veículos Rodoviários* (Road transport workers), the *Federação Nacional dos Marítimos* (Seamen), and the *Federação dos Trabalhadores dos Carris Urbanos do Leste e do Sul do Brasil* (Tramwaymen) have expressed their wish to affiliate, and have applied for the Parliamentary authority which is requisite before any Brazilian trade union can affiliate to an international organization.

It will be seen that as far as affiliations and prospects of affiliations are concerned we have no reason to be dissatisfied with the results of our recent activities in Latin America, and the position would have been still more favourable were it not for the fact that the Perón dictatorship in Argentina has deprived us of two powerful railwaymen's organizations formerly affiliated in that country, while dictatorships in Santo Domingo, Perú, Venezuela and Nicaragua, the latter three of which have arisen during the period under review, have for the time being destroyed our prospects in those countries.

In the matter of the payment of affiliation fees by Latin-American organizations the situation is, unfortunately, less encouraging.

## NEAR AND MIDDLE EAST

Our Oslo Congress referred to the Executive Committee a proposal by our Egyptian affiliated organizations that a conference of transport workers in the Near and Middle East should be held in Cairo in December 1948. The outbreak of hostilities between Jews and Arabs following the withdrawal of

the British troops from Palestine in August 1948 naturally prevented the carrying out of the plan. It was hoped that after hostilities ceased it would be possible to take it up again, but so far the circumstances have been unpropitious owing to the political tension still existing.

## AFRICA

In November 1948 the Secretariat of the ITF suggested to the Executive Committee that the time was opportune to make preparations for sending a delegation to Africa for the purpose of securing new affiliations, encouraging and assisting existing unions, securing information on economic and social conditions, etc.

The Executive Committee agreed in principle with the suggestion and asked the Secretariat to collect necessary information and make such preparations as were feasible in anticipation of a definite decision.

## AUSTRALASIA

As a result of a decision of the Zurich Congress, preparatory arrangements were made, at the end of 1947, to hold a Conference of Transport Workers of the countries bordering on the Southern Pacific, to be held in Sydney, Australia, on 12 April 1948. The response, however, proved to be much less than we had hoped. None of the organizations in Indonesia, Malaya, India, Pakistan, the Philippines or China reacted to our enquiry whether they would participate in the Conference. In Australia and New Zealand the interest was greater. All affiliated organizations had previously approved the idea and a number of unaffiliated organizations also responded favourably, but later difficulties arose, in some cases because the date was unsuitable and in others because some of the organizations made participation dependent on the clearing up of the question of the relations between the ITF and the WFTU. It was therefore decided to abandon the plan as premature and a circular informing them of the fact was sent, on 13 January 1948, to the organizations that had responded to our invitation.

## 4 Various interventions and activities

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### CANADIAN SEAMEN'S DISPUTE

On 31 March 1949 we received from the Canadian Seamen's Union a cable stating that a strike had been declared on all Canadian ships to secure a 15 per cent wage increase and to safeguard the union hiring hall system. It added that the shipping companies were violating the Canadian labour laws and had signed an illegal agreement with a dual union, and appealed for the full support of the ITF and its affiliated unions.

The cable further stated that a letter was on the way, Actually it was not sent off until 12 April, and even then did not contain the 'full information about the origin, substance and immediate cause of the conflict; the demands of the workers; the number of organized and unorganized workers involved and, in general, the fullest information bearing on the dispute' which are required by the Constitution of the ITF of organizations applying for the help of the ITF. Even the meagre information supplied in this letter was not available when the Management Committee of the ITF met on 12 April, considered the application, and decided not to support it.

Nevertheless, an emergency meeting of the Committee of the Seafarers' Section was called for 23 April. After considering the information available it decided that the strike was not over a real industrial issue, but was the result of an inter-union conflict, and that there was no occasion for trade unions abroad to intervene. This meant that the seafarers' unions affiliated with the ITF in Europe would not supply crews for strike-bound ships, but that dockers' unions would not be asked to refuse to handle the cargoes of such ships.

In the meantime new facts began to emerge. It appeared that the strike had not the support of the Canadian trade union movement generally (as a result of its action the Union was later suspended from membership by the Canadian Trades and Labour Congress, of which it was a member); and that crews were continuing to sign on Canadian ships and that Canadian dockers were continuing to load them. The Union, unable to take effective strike action in its own country, was trying to throw the burden on the dockers in other countries. The Union had in the meantime changed its tune and, in some cases at least, instead of claiming that the strike was for a wage increase of fifteen per cent, as originally announced, was saying that it was against a cut of \$20 a month in 'take home pay'.

Actually the strike was against the unanimous recommendations of a Conciliation Board of three persons, one of whom was a representative of the Canadian Seamen's Union itself. Its findings recommended the maintenance

of existing rates of pay (\$170 a month plus board and lodging for an able seaman, and other rates in proportion). They did involve certain small losses in other directions (not \$20 a month, as the CSU claimed, but a maximum for any one man of \$2.50, and an average, for the few men affected, of not more than \$1 a month), but as against this there were two important improvements, one extending the agreement to all ships of Canadian registry operated by the Canadian shipowners, whereas the previous agreement applied only to seamen under Canadian articles on such ships; and the other conceding the Union's demand for the three-watch system, instead of the matter being left to the responsibility of the master, as previously. The other union operating in Canada, the Seafarers' International Union, had accepted the recommendations.

The General Council of the ITF met on 13 and 14 May and adopted the following resolution:

*'The General Council of the ITF, meeting at Antwerp on 13 and 14 May 1949, has given consideration to the dispute which has taken place in the Canadian shipping industry in recent weeks, and in the light of the report furnished approves unanimously the decisions previously reached by the Management Committee and the Seafarers' Sectional Committee of the ITF to withhold support from the strike called by the Canadian Seamen's Union.*

*In view of the misleading statements published in the Communist press and the action sponsored by the Canadian Seamen's Union and being carried on in different ports by Communist elements, who seem to see in this strike a welcome opportunity to attack the ITF and its affiliated dockers' and seamen's unions, the General Council finds it necessary to publish the following:*

- 1 The Canadian Seamen's Union, appealing at the eleventh hour for the support of the ITF, notwithstanding a telegraphic reminder, failed to comply with the rules which the Constitution of the ITF lays down for such cases and to supply the required documented report on the nature and circumstances of the conflict.*

- 2 The strike notices issued by the Canadian Seamen's Union to crews of ships on the high seas or in foreign ports are of a conflicting nature.*

- 3 Had the members of the Canadian Seamen's Union been properly and honestly informed about the matters at issue, and about the negotiations and conciliation carried on on their behalf, they would not have responded to the strike call.*

- 4 Whereas in Canada, where the true facts are known, the manning and loading of ships is not interrupted, emissaries of the CSU and others are trying, by misrepresenting the facts, to incite dockers and seafarers to support the strike in foreign ports.*

*In these circumstances the General Council considers that the conflict is not an industrial issue, as alleged by the Canadian Seamen's Union, but part of*



a political campaign to which the ITF is opposed. The unions affiliated with the ITF should therefore not let themselves be drawn into the conflict and endanger the economy of the European countries.'

The action in foreign ports referred to in this resolution was an endeavour by the Canadian Seamen's Union, aided and abetted by the Communists, to provoke stoppages of work in foreign ports. They had considerable success in the United Kingdom, and there were minor incidents in the ports of other European countries, and also in Australia and New Zealand. The trouble started on 14 May, when the dockers in the port of Avonmouth refused to discharge a Canadian ship, and gradually spread, during May, June and July, to Bristol, Liverpool and London. At the peak of the strike it was estimated that more than 15,000 men were out, and the British Government found it necessary to employ troops to discharge the ships, though not the two Canadian ships that were the cause of the trouble. Work was resumed everywhere on 25 July. The CSU thereupon declared the two ships no longer black.

There is little doubt that the whole affair was a part of the Communist plan to stir up trouble in the ports of Europe. Agents of the Canadian Seamen's Union had been in Europe months before the outbreak of the conflict, but made only perfunctory approaches to the ITF and the British trade union movement, though they were in close touch with Communist elements in the ports and were strongly backed by the Communist press and also by the WFTU.

At a meeting of representatives of seafarers' unions affiliated with the ITF, held at Geneva on 14 June 1949, on the occasion of the International Labour Conference, the following resolution was adopted:

*'That this meeting of representatives of seafarers' organizations affiliated with the ITF, held in Geneva on 14 June 1949,*

*Having reviewed the position which has developed as a consequence of the so-called Canadian seamen's strike;*

*Having regard to the fact that the Canadian Seamen's Union is at variance with the whole of the Canadian trade union movement over this conflict and has recently been suspended by the Canadian Trades and Labour Congress on account of the refusal of its leaders to call off the strike, as they had promised the Canadian Trades and Labour Congress to do;*

*Considering that the majority of the members have repudiated the Canadian Seamen's Union, so that the organization in fact can now only claim to represent a small minority of Canadian seamen;*

*And considering further that the activities of the CSU in starting or fostering unofficial movements in foreign ports has made cooperation with unions in other countries impossible;*

*This Conference*, being of the opinion that the Canadian seamen's strike is of a political nature and is contrary to the declared policy of the ITF concerning European reconstruction;

*Recommends* the Executive Committee of the ITF to suspend immediately and ultimately to expel the CSU'.

At its meeting in October 1949 the Executive Committee of the ITF considered this resolution and the events leading up to it, and decided to recommend to the next Congress of the ITF the expulsion of the Canadian Seamen's Union from membership.

On their return to Canada the crews of the two ships which had caused the trouble in the London docks applied for membership of the Seafarers' International Union of America and all except three of them were accepted. The leaders of the strike on board these ships had to be repatriated separately, as the other members of the crews refused to work with them.

#### ANTI-COMMUNIST CAMPAIGN IN PORTS

An International Dockers' and Seafarers' Conference of the ITF held at Rotterdam from 26 to 30 August 1949 gave consideration to Communist activity in the ports and its probable intensification following the establishment of the Dockers' and Seamen's Trade Department of the WFTU. As a result the following resolution was adopted:

*'This International Joint Dockers' and Seafarers' Conference* of the ITF, held at Rotterdam from 26 to 30 August 1949, has given careful consideration to the question of Communist activity.

*Reports* from accredited trade union representatives of the maritime and waterfront industries reveal that in recent times there has been a very marked recurrence of disruptive activities on the part of Communist and crypto-Communist organizations, which is calculated to dislocate trade and thereby frustrate economic recovery in several countries. By devious means Communists seek to gain control of free trade union organizations, with the ostensible aim of safeguarding working-class interests, but the real object is to subordinate the free organizations and to sacrifice members' interests to the design of Soviet foreign policy.

*This International Joint Dockers' and Seafarers' Conference* condemns these political subversive machinations as inimical to the material and moral interests of the freely organized and of the community at large and as calculated to undermine the efforts which are being made to bring about understanding between the peoples, to promote social advancement and to safeguard world peace.

*It issues* a serious warning to the workers of the different countries and to their free trade unions to be on their guard against disruptive activities, and urges them to meet the challenge by waging an offensive campaign against the Communist menace wherever it shows itself.

*It further recommends* the Executive Committee of the ITF to take all action in the field of organization and publicity, as well as the financial and other measures, necessary to conduct and coordinate the anti-Communist campaign on the national and international planes.

*Finally* it gives a pledge that the free trade union organizations for which it speaks will give all possible support, material and moral, to those who carry on the fight for the recovery and maintenance of the principles of free trade union organization in countries where totalitarian tendencies have gained the ascendancy, and proclaims its willingness to cooperate with all free international trade union and other bodies for the furtherance of common aims.'

In addition to adopting this resolution the Conference formulated, for submission to the Executive Committee of the ITF, a number of recommendations and suggestions as to the form the action proposed in the resolution should take.

The Executive Committee considered the resolution and proposals at its meeting in London from 24 to 26 October 1949 and agreed on a number of them, including that to set up a Vigilance Committee to deal with the matter. It was decided that this committee should be composed of two representatives each of the Dockers', Seafarers' and Inland Waterway Workers' Sections, under the chairmanship of Mr T. Yates *British National Union of Seamen*. The other members chosen were Messrs A. Bird *British Dockers*, R. Dekeyzer *Belgian Dockers*, P. Ferri-Pisani *French Seafarers*, I. Haugen *Norwegian Seafarers*, H. Hildebrandt *German Inland Waterway Workers* and T. Smeding *Dutch Inland Waterway Workers*.

The Executive Committee also decided to issue an appeal for funds for financing the drive, more particularly to the dockers' unions, since the seafarers' unions had already raised substantial amounts for maintaining the ITF office in Singapore. Up to 30 April 1950, the following amounts had been contributed:

Swedish Transport Workers' Union . . . . .	£ 173.15.10
Norwegian Transport Workers' Union . . . . .	£ 249.15. 0
Belgian Transport Workers' Union . . . . .	£ 160.
Dutch Transport Workers' Union . . . . .	£ 65.15. 8
SIU (\$5,000) . . . . .	£ 1790. 8. 0

## THE PANAMANIAN SHIPPING PROBLEM

The Oslo Congress of the ITF adopted, at the request of the Seafarers' Section the following resolution:

*'That this Congress of the ITF, meeting in Oslo on 21 July 1948, declares after mature consideration of all the relevant factors, and being satisfied that the registration of ships in Panama and Honduras is for the purpose of evasion whether it be wages, working conditions, social and safety standards or dodging taxation, that the unions affiliated to the ITF in the seafarers' and dockers' sections will no longer tolerate the menace which is threatening seafarers' conditions everywhere, and that on a date to be determined by the ITF an international boycott of Panama and Honduras ships will be applied by both the seafarers and the dockers, believing that it is only through such drastic action that the menace can be eliminated.'*

A meeting of the Seafarers' Section of the ITF held at Geneva on 23 and 24 November 1948, on the occasion of the tripartite session of the Joint Maritime Commission, gave consideration to the implementation of the Oslo decision, and adopted the following resolution:

*'Whereas seafarers have for the past twenty-five years condemned the practice of transferring ships to the Panamanian, Honduran and similar registries; Whereas they are satisfied that the purpose of the practice is the evasion of taxation, currency regulations, safety, social and labour standards, and that if allowed to continue unchecked the practice will undermine all that the seafarers have fought for through organized effort over the years;*

*Whereas during the inter-war years the practice of spurious transfers endangered the conditions of employment of seafarers of all countries and is one which cannot be regarded as in the best interests of the bona fide shipping industry;*

*Whereas seafarers are opposed to the practice and determined to fight these transfers of ships whatever the flag used as a subterfuge;*

*Whereas the Seafarers' Section of the International Transport Workers' Federation on the occasion of the Oslo Congress held in July this year gave full consideration to the matter and decided that action should be taken by the seafarers to remedy the situation;*

*This Conference of the Seafarers' Section of the International Transport Workers' Federation, meeting at Geneva on 23 and 24 November 1948, in furtherance of the Oslo decision and subject to consultation with the Dockers' Section of the International Transport Workers' Federation.*

*'Proposes to take effective action as from 1 May 1949 against the spurious*

transfer of ships, and in the intervening period advises officers and seamen in their own interests to terminate their employment in such ships, and the owners concerned to take the necessary remedial action;

*Decides* that a permanent Boycott Committee to organize the proposed action should be set up;

*Requests* the Management Committee of the International Transport Workers' Federation to convene a joint conference of the Dockers' and Seafarers' Sections to consider the detailed method of application, and invites the Secretariat to maintain an up-to-date schedule of ships against which action is to be taken, and to bring to the notice of dockers' unions the decision come to at this conference.'

The proposed joint conference of the Seafarers' and Dockers' Sections was duly called, and met in London from 15 to 17 February 1949. In the course of the meeting the dockers' unions represented confirmed their pledge to give full support to the seafarers in their endeavour to put an end to bogus transfers of ships. A Boycott Committee of four dockers' and four seafarers' representatives – Messrs T. Yates *British seamen*, A. Bird *British dockers*, I. Haugen *Norwegian seamen*, A. Flenstrom *Swedish dockers*, P. de Vries *Dutch ships' officers*, R. Dekeyzer *Belgian dockers*, H. Lundeberg *US seamen* and J. Ryan *US dockers, (unaffiliated)* together with O. Becu, President of the ITF. and D.S. Tennant, Chairman of the Seafarers' Section – was appointed to organize the boycott due to commence on 1 May 1949. The following two resolutions were adopted:

**Obsolete and uneconomic tonnage:** 'This International Dockers' and Seafarers' Conference, held in London from 15 to 17 February 1949 under the auspices of the International Transport Workers' Federation;

*Having heard* reports from Britain, Holland, Norway and Sweden about the sale to Panamanian registry of ships which are obsolete or uneconomic or which could not continue operation under their original flags because they no longer satisfy the survey, safety and other requirements of those countries, and

*Considering* that tonnage so found unfit for use under the flag of one maritime country should not be allowed to sail under another, and that measures should be taken in the countries concerned with a view to scrapping obsolete or uneconomic tonnage;

*Condemns* the practice as menacing the established standards of the shipping industry and calculated to place the traditional maritime countries at a serious disadvantage;

*Calls on* affiliated seafarers' unions to draw the attention of the national authorities concerned to this undesirable practice and urges them to take steps to put a stop to it; and further

*Decides to bring the matter to the notice of the Preparatory Committee of the Inter-Governmental Consultative Maritime Organization and the Economic and Social Council of the United Nations, in order that they may consider what remedial action can be taken.'*

**ERP cargoes:** 'This International Dockers' and Seafarers' Conference, meeting in London from 15 to 17 February under the auspices of the International Transport Workers' Federation,

*Has given consideration to the question of cargoes carried under the European Recovery Programme.*

*It is of the opinion that these cargoes should not be carried in ships which have been placed on registers such as the Panamanian, Honduran and the like, since this would retard the economic recovery of the countries participating in the E R P, particularly by reducing their income from shipping services;*

*It decides, therefore, to draw the attention of the E R P administrative authorities to the matter and calls on affiliated unions to take appropriate action.'*

A meeting of the Boycott Committee held in London on 29 and 30 April, however, decided to postpone action. At the last minute it had been approached by representatives of the Panamanian Government and asked to consider steps which were being taken by the Panamanian Government to meet the charges which had been made. A Conference held in Panama from 28 to 31 March on the initiative of the Panamanian Government, at which representatives of the world's three principal ship registration societies were present, had adopted recommendations which, if implemented, would have gone far to bring Panamanian shipping into line with registration and safety standards in other countries.

The ITF representatives who met the representatives of the Panamanian Government proposed that that Government should convene a conference of shipowners' and seafarers' representatives in the USA in July 1949, for the purpose of discussing the conclusion of a collective agreement which would apply to all ships under the Panamanian flag. The Panamanian representatives promised to convey the proposal to their Government.

The Panamanian Government agreed to this proposal and the conference was duly called, to take place in Washington on 29 July 1949. As representatives of the ITF Messrs O. Becu, President of the ITF, and T. Yates, of the British National Union of Seamen, were chosen to go to Washington, where they were to be joined by representatives of British, Danish, Greek, Norwegian and Swedish seafarers stationed in US ports, as well as by American representatives. The conference, however, proved abortive, owing to the non-participation of the Panamanian owners, and the seafarers' representatives there adopted the following resolution:

*'The International Transport Workers' Federation, after having considered the boycott of all ships under the Panamanian flag as from 1 May 1949, for reasons mentioned in previously adopted resolutions, decided to postpone such boycott for a period of three months in order to examine the possibility of reaching a peaceful agreement with the shipowners concerned.*

*The ITF consequently accepted the proposals made by the Government of Panama to hold a conference under its auspices in Washington, D.C., on 29 July 1949, at which also would be convened the shipowners concerned. The ITF welcomed further the initiative taken by the Government of Panama to act as mediator to the two parties.*

*The ITF and the Maritime Trades Department of the American Federation of Labor, attending the above-mentioned conference with a full delegation composed of representatives of the most important maritime nations of the world, regretted to find that the interested shipowners had not responded to the invitation of the Government of Panama, except for two observers representing only eight ships, notwithstanding the serious warning given by the Minister of Labour of Panama, in an official communiqué dated 23 July, that their eventual absence from these negotiations would tend to bring about very serious consequences.*

*The labour representatives, therefore, considered the attitude of the shipowners as a definite proof that they had no intention of dealing with the unions nor to accept the efforts of the Government of Panama to mediate the difficulties between the seafarers and themselves.*

*They consequently take the view that the conference convened by the Government of Panama cannot serve the original purpose for which it was called by virtue of the shipowners' absence and are, therefore, obliged to reconsider the whole situation for such actions as will be deemed appropriate.'*

Following this abortive conference the Panamanian Government made a fresh approach to the ITF, urging another attempt to reach a negotiated settlement. This proposal was considered by a joint ITF Dockers' and Seafarers' Conference held at Rotterdam from 26 to 30 August 1949, which adopted the following resolution:

*'This Joint International Dockers' and Seafarers' Conference of the ITF, held at Rotterdam from 26 to 30 August 1949,*

*Having considered again the question of the boycott of Panama-flag shipping decided upon at the Oslo Congress of the ITF in July last year;*

*Having heard a report on the negotiations on the subject which were to have taken place at Washington in July last, but failed owing to the non-attendance of representative owners of Panamanian shipping;*

*Having taken note of a telegram addressed to the conference by the Panama-*

nian Minister of Foreign Affairs announcing that two Panamanian representatives were on the way to Rotterdam who would like to confer with the seafarers' representatives with a view to a further postponement of the boycott and an amicable solution of the problem;

*Having taken note*, further, of the assurance given by the Panamanian Government that there would be no repetition of the Washington experience but that the Panamanian Government could guarantee the participation of representative Panamanian shipowners if further negotiations were entered into by the seafarers' representatives;

*Of an undertaking* by the Panamanian Government to deregister immediately ships under the Panamanian flag whose conditions were not in compliance with the standards laid down by Panamanian laws and regulations and international conventions ratified by the Republic of Panama;

*Expresses its willingness* to make one final attempt to reach an amicable solution of the problem through negotiations between representatives of the seafarers and the shipowners concerned under the auspices of the Panamanian Government; and to agree to the requested further postponement of the boycott action, pending the proposed negotiations, on the understanding that the undertakings mentioned above are fully implemented and that the discussions held under the auspice of the Panamanian Government are officially recorded and made public.'

During the Conference conversations took place with the Panamanian Coordinator of Shipping, who had come from Philadelphia for the purpose. It was agreed with him that the Panamanian Government would call a meeting of representatives of that Government, of the seafarers' unions belonging to the ITF and of the Panamanian shipowners, at Geneva on 5 December 1949, and that pending this meeting the ITF boycott decision would remain in suspense. It was to be the task of this meeting to draw up a collective agreement applicable to Panamanian ships, and to discuss other matters affecting Panamanian ships and crews, such as safety measures, crew accommodation, manning scales, food and social security.

The Panamanian representative also gave his assurance that it was his Government's intention to submit all the Seattle maritime conventions, as amended in 1949, to the October 1949 session of the Panamanian National Assembly for ratification.

As agreed with the Panamanian Coordinator of Shipping, the ITF Secretariat sent him on 22 October 1949 the draft of a collective agreement applicable to Panamanian shipping. In acknowledging receipt on 29 October he wrote to say that it would not be possible to hold the proposed conference on 5 December, as promised, because the Panamanian Government needed more time to prepare the agenda. Up to the end of 1949 no intimation had been received of the date on which it would be held.



## THE DICTATORSHIP IN PERU

In October 1948 a military coup d'état overthrew the democratic régime in Peru, following which virtually the entire leadership of the Peruvian democratic labour movement were arrested and the trade union offices closed. Following upon the receipt of reports about the occurrences, the Management Committee of the ITF adopted and published the following resolution:

*'At its meeting* in London on 8 February 1949 the Management Committee of the ITF considered reports which indicated that hopes expressed that the trade union situation in Peru would gradually return to normal, as the political events of October and November 1948 receded into the past, were without foundation.

*The activity* of the Peruvian Confederation of Labour, the national centre for half a million organized workers, is still forbidden. Local, regional and national unions have either been dissolved or fallen victim to outside interference. Thousands of militant trade-unionists, both great and small, have either languished for months in gaol or been deprived of their means of existence, whilst those who have attempted to succour the victims of this persecution have in their turn become the persecuted. Trade union premises have been seized and their effects carried off. As to the trade union press, it has ceased to exist.

*The Government* itself is both exerting pressure and using persuasion in order to make pliant and willing tools of trade union leaders as a first step towards the creation of a pseudo-trade-union movement subservient to the present régime.

*The International Transport Workers' Federation* protests vehemently against the use of intimidatory methods which, from the moral point of view, are indistinguishable from those crimes which brought a sorry fame to the names of Hitler and Mussolini. We demand, as a first step towards the freedom of association guaranteed by the Peruvian Constitution, the release of the imprisoned trade-unionists and the end of all persecution.'

Representations were also made to the Peruvian Ambassador in London.

The situation in Peru has since become somewhat easier from the trade union point of view, and the leaders of the movement have been released from prison, but the régime is as reactionary as ever, and the trade unions, though able to operate, are doing so under circumstances of great difficulty and danger.

## GERMANY

On 8 January 1948 we received telegrams from the British Zone of Germany

strike eventually began at midnight on 21 May.

The Railway Administration unsuccessfully tried to maintain services with personnel sent from the Soviet Zone, supported not only by railway police, but also ordinary police sent from the same zone. The latter were later withdrawn by order of the Military Commandants of Western Berlin. On 25 May the Railwaymen's Union offered to place at the disposal of the Railway Administration such personnel as might be necessary to handle essential traffic such as food supplies, but the Administration turned the offer down.

On 27 May the Administration offered (to the Mayor, not to the Union) to collect railway fares and other charges in the Western Sectors in Westmarks, and use the money to pay the railwaymen in those sectors sixty per cent of their wages in Westmarks; and on 30 May it announced that it had entered into an agreement with the Communist railwaymen's organization – which was not involved in the dispute – on those terms. The Greater Berlin Railwaymen's Union balloted its members on these terms, but it was decided by 13,477 votes to 398 to continue the strike until its three demands (payment of all wages in Westmarks, recognition of the Union, and no victimization) were conceded.

On 10 June the US Commandant, pointing out that the Railway Administration had undertaken to pay at least sixty per cent of wages in Westmarks; to pay more if receipts in Westmarks permitted; and to take no punitive action against the strikers, irrespective of the union to which they belonged; offered in addition to authorize the Western Berlin City Council to convert sufficient Westmarks to pay an additional 15 per cent of wages in that currency for a period of three months.

This did not move the strikers, however, but on 25 June, after General Kvashnin, Chief of the Transport Division of the Soviet Military Administration, had assured the three Western Commandants in writing that he 'had no doubt that the Railway Administration would fulfil all the terms of the agreement', and the Western Commandants had authorized the City Council to exchange sufficient Eastmarks into Westmarks to ensure that railway workers living in the Western sectors who returned to work before 28 June would receive the whole of their wages in Westmarks for at least three months, they decided to return to work on 28 June. The Western Commandants had ordered the City Council to stop payment of unemployment relief to strikers who did not return to work.

In spite of General Kvashnin's assurance, the agreement is not being honoured.

Railwaymen living in the Western Sectors of Berlin but working in the Eastern Sector do not receive the sixty per cent of their wages in Westmarks. In reply to a protest by the Allied Commanders the Russian Authorities explained that the agreement concerned only those living and working in the

Western sectors. As there was no strike in the Eastern Sector 'it is clear', according to the Russians, that the agreement did not refer to persons working in the Eastern Sector, in spite of the fact that the correspondence exchanged between General Kvashnin and the Allied Commanders turned round 'railway workers who live in the Western sectors of Berlin'.

The Union reports also that victimization of strikers is rife. The Railway Administration creates a surplus of staff in the Western sectors by transferring men there from the Eastern Sector and from the Soviet Zone of occupation, and then declares that railway establishments in the Western sectors are overstaffed and that for economic reasons the staff must be reduced. Offices and establishments located in the Western sectors are being transferred to the Eastern Sector and the men so transferred receive no wages in Westmarks. Work is being transferred from depots and shops in the Western sectors to depots and shops located in the Eastern Sector, thus creating redundancy of staff in the West. On 23 August 1949 the Greater Berlin Railwaymen's Union wrote to General Kvashnin that up to then 1,372 of the men who had taken part in the strike had been dismissed.

At its meeting in London from 24 to 26 October 1949 the Executive Committee of the I.T.F. adopted the following resolution:

*'Whereas* the railwaymen in the Western Sectors of Berlin had to strike for 39 days to secure from the Communist Administration of the railways in the Soviet Zone of occupation the acceptance of their legitimate claims, and particularly the payment of their wages in the legal currency of the Western sectors;

*Whereas* the Administration refused to negotiate with the Free Railwaymen's Trade Union of Greater Berlin, the authorized representative of the strikers, but instead undertook publicly to pay sixty per cent of the wages in Westmarks, and a larger percentage should receipts in that currency permit;

*Whereas* the Administration further undertook not to victimize any of the strikers;

*Whereas* the Soviet Military Occupation Authority guaranteed fulfilment of the promises of the Communist Administration of the German railways;

*Whereas* the Administration refuses to pay in legal currency the wages of the railwaymen living in the Western sectors but working in the Soviet sector;

*Whereas* the Administration, by a number of administrative measures such as the transfer of railway activities from the Western to the Soviet sector, and the transfer of personnel from the Soviet to the Western sector, is artificially and maliciously creating an excess of personnel in the Western sectors, and then dismissing some of them under the excuse of economic necessity; and

*Whereas* the 1,372 employees dismissed between 29 June and 23 August 1949 are all persons who took part in the strike;

The Executive Committee of the ITF, meeting in London from 24 to 26 October 1949,

*Protests* with indignation against this breach of undertakings given to the strikers as well as to the occupation authorities in the Western sectors of Berlin, and assures the victims of Communist spite of the sympathy of the organized transport workers of the democratic world;

*Urges* the occupation authorities in the Western sectors to do all they can to help the workers affected by the unjust measures of the German Communist Administration, and to secure their reinstatement in their employment;

*Denounces* to the organized transport workers and public opinion the bad faith and malice of the Communist Administration of the railways in the Soviet Occupation Zone of Germany, which is abusing its power to satisfy its political hatred;

*Denounces* the infamous rôle played by the sham Communist railwaymen's union in the Soviet Occupation Zone of Germany, which first miserably failed to break the strike of the railwaymen in the Western sectors and then usurped the right to conclude with the Administration an agreement in the name of the strikers, an agreement which the Administration is straining its ingenuity to sabotage with the complicity of the sham Communist union; and

*Leaves* to the judgment of world public opinion the attitude of the Soviet Military Authorities who, in spite of the facts, maintain that the German Communist Administration is faithfully fulfilling the promises given, and refuse to intervene on behalf of the victims of the bad faith and malice of the Communists.'

A full account of the strike was published as a supplement to the ITF Press Report of 18 July 1949.

## ITF DELEGATION TO ITALY

On 19 October 1948 the Roman Catholic and some other trade-unionists in Italy broke away from the Communist-controlled CGIL, Italian General Confederation of Labour, and founded the LCGIL, Free Italian General Confederation of Labour. On 5 June 1949 the remaining opponents of the Communists – Social Democrats, Republicans and others – also broke away, established the FIL, Italian Federation of Labour and set about building up new trade unions from scratch, including unions for railwaymen, civil aviation workers, tramwaymen, road transport workers, inland navigation workers, dockers and seamen. Towards the end of 1949 a transport workers' union in the LCGIL was considering affiliation with the ITF.

With a view to taking advantage of the tide flowing in our favour, the Executive Committee decided, at its meeting in London from 24 to 26 October

1949, to send a delegation to Italy to study the situation at first hand and try to establish contacts.

The delegation, composed of Messrs O. Becu, President of the ITF, P. Ferri-Pisani, of the French Seamen's Federation and E. Zeli, of the Swiss Railwaymen's Union, were in Italy from 17 to 24 December 1949, and visited Genoa, Rome, Naples and Palermo, where they had conversations with representatives of the LCGIL and FIL and different groups of transport workers associated with these bodies, and also with Captain Giulietti, Secretary of the Federazione Italiana dei Lavoratori del Mare; (Italian Maritime Workers' Federation) and Chairman of the Garibaldi Shipping Cooperative, whose organization is affiliated with the Communist CGIL.

A full report of the findings of the delegation was circulated to affiliated organizations early in 1950.

### ST. LUCIA SEAMEN'S AND WATERFRONT WORKERS' TRADE UNION

In a letter dated 18 March 1948 the St. Lucia Seamen's and Waterfront Workers' Trade Union complained that Cable Wireless, Ltd. were unwilling to conclude a collective agreement governing the working conditions of the crew of a new cable ship they had put into service. We made representations to the Company's office in London, with satisfactory results, and were later informed by the Union that an agreement had been signed on 25 May.

In a later letter, of 10 October 1949, the same Union, which has a membership of 590, informed us that 424 seamen, all members of the Union, were unemployed in St. Lucia (an island in the Caribbean), and asked us for assistance in obtaining employment for them. As these men had been largely employed on Canadian ships trading in the Caribbean, we wrote on 27 October to the Canadian District of the Seafarers' International Union of America, asking whether anything could be done about the matter. Up to the end of the year no reply had been received.

### THE COOS BAY DISPUTE

On 31 August 1949 we were advised by the Seafarers' International Union of North America of a dispute in the port of Coos Bay, Oregon. They asked us to notify affiliated unions not to sail ships to the port and to arrange that dockers should not discharge cargoes coming from it. We advised affiliated seafarers' and dockers' unions accordingly, and the British National Union of Seamen, the Norwegian Transport Workers' Union, the Swedish Transport Workers' Union, the Finnish Seamen's Union and the Finnish Engineers' Union promised their support.

It was not possible to give positive instructions, however, as we received no information as to the ships involved in the dispute. We understand that the matter blew over.

## THE BOARD OF THE LUXEMBURG RAILWAYS

On 27 November 1948 a conference of the railwaymen's unions of Luxemburg, France and Belgium, which Mr Tofahrn attended for the ITF, considered the composition of the Board of Directors of the Luxemburg Railways. This Board is international in character: the Luxemburg Government appoints eleven members, of whom three are representatives of the workers, and the French and Belgian Governments appoint five members each, of whom none are workers' representatives. The Luxemburg Railwaymen's Union, and its representatives on the Board, complained of the reactionary attitude of the Board, and urged the other two unions to claim at least one representative each upon it. The latter agreed and asked the ITF to support them in approaching the two Governments.

As a result Mr Becu accompanied a delegation of the Belgian Railwaymen's Union to the Belgian Minister of Transport, who declared himself in sympathy with the Union's claim and promised to seek agreement with his French colleague. The ITF Secretariat also wrote to the French Minister of Transport with a similar request. Unfortunately the endeavour was unsuccessful, as the Luxemburg Government raised objections to the appointment of French and Belgian railwaymen as members of the Board.

## 5 Sectional Reports

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### RAILWAYMEN'S SECTION

The Railwaymen's Section of the ITF held its second post-war conference at Innsbruck, Austria, from 15 to 19 August 1949. Fifteen affiliated railwaymen's unions in Austria, Belgium, Denmark, France, Germany, Great Britain, Holland, Luxemburg, Norway, Sweden, Switzerland and the USA with a total membership of two and a quarter million, were represented by fifty-four regular and twenty-four fraternal delegates. Mr Henry Rutz attended as fraternal delegate of the American Federation of Labor, and in addition the conference was attended by the following guests and observers: Messrs Delmas and Mazebrouck, representing the French High Commissioner in Austria; A. Olson, Labor Attaché at the U S legation in Vienna; L. Kopelmanas, representing the Director of the Transport Division of the Economic Commission for Europe; P. P. Fano, representing the Director of the International Labour Office; E. A. Uitborck, on behalf of the International Railway Congress Association; J. Meskimen, Chief of the Labour Relations Branch of the US Military Government in Berlin; H. B. Brotman, Chief of the Social Administration Division of the US Forces in Austria; and S. Cook, of the Austrian Mission of the Economic Cooperation Administration.

The Austrian Minister of Transport, Mr V. Uebeleis, took part in the Conference as an ordinary delegate of the Austrian Railwaymen's Union; the Ministry itself being represented by Mr O. Bazant.

Mr J. B. Figgins, General Secretary of the National Union of Railwaymen of Great Britain and Northern Ireland, was elected Chairman of the Conference, and Mr Richard Freund, President of the Austrian Railwaymen's Union, Vice-Chairman.

The Conference had before it a number of well-documented reports dealing with hygiene and comfort in railway offices; workers' participation in management; the coordination of rail and road transport; the organization of European transport; the mechanization of track maintenance and renewal; and the question of the forty-hour week. On this latter question it was found difficult to reach agreement, and the matter is to be considered once more at the Railwaymen's Sectional Conference to be held in connection with the 1950 Congress of the ITF. The following resolutions were adopted:

**Principles of coordination of road and rail transport:** 'Whereas it is in the general interest that road transport be developed in and confined to the field in which the railway has no entry or can only offer inferior service;

*Whereas* success of road transport competition against the railways is largely

due to artificial advantages such as absence of legislation imposing obligations towards public authorities, users, third parties and workers equivalent to those imposed on railways; inadequacy of charges for the capital invested in the roads and expenditure incurred in their upkeep and in the regulation of traffic; freedom in rate fixing; freedom to choose from the whole of traffic only the highly remunerative part, and freedom to fix conditions of employment inferior to those of the workers employed by railways;

*Whereas* competition under such unequal conditions does not prove the superiority of road transport over rail transport;

*Whereas* such competition is uneconomic and harmful to the general interest because in one form or another the community is made to pay for wasteful oversupply of transport services and for the financial losses inflicted on the railways;

*Whereas* it is contrary to social justice that the conditions of employment in one transport industry be inferior to those in the other, while bad conditions in the one lead to bad conditions in the other;

*Whereas* equalization of conditions of employment would eliminate the most important factor in uneconomic competition;

*This International Conference of Railwaymen* calls upon all railway workers' trade unions affiliated with the ITF, where necessary, to propose to the road transport trade unions the working out of a long-term plan of joint action for the establishment of equality in the conditions of employment in the two industries; and

*Requests* the Secretariat of the ITF to support this action by working through the channels of the ILO and the United Nations Transport Commission towards the same goal.'

**The creation of a European transport authority:** 'Whereas the peoples of Europe are increasingly realizing, in the light of the consequences of two world wars, the need to unite and establish institutions for cooperation with a view to common prosperity;

*Whereas* this aim cannot be achieved without integrating the economic system of Europe;

*Whereas* transport, according as it is organized, can be a help or a hindrance to the economic integration of a continent, and the unification of European transport is therefore a condition for the integration of the European economic system; and

*Whereas* existing international transport agencies are prevented, by the persistence of national absolute sovereignties, from effectively promoting the germination and growth of a new European economic régime in which the general interest of the Continent would predominate over the special interests of its several nations, and in which the idea of community of interests would take the place of that of conflict of interests and competition;



*This International Conference of Railwaymen*, meeting in Innsbruck from 15 to 19 August, under the auspices of the ITF,

*Calls* for the setting up of a European Authority entrusted with the organization of transport in such a manner as to encourage and hasten the economic integration of Europe and to endow the European community with an efficient, adequate and economic transport service, properly unified and capable of providing for and strengthening trade and cultural relations between the peoples of Europe;

*Invites* organizations affiliated with the ITF to endeavour to secure the support of their governments and parliaments, and of public opinion, for this proposal; *Asks* the governing and executive bodies of the ITF to take, through official and other international organizations, active steps to secure as soon as possible the setting up of a European Transport Authority;

*Assures* the future European Transport Authority of the support of the railwaymen and their trade unions, for which purpose it calls for the inclusion in the governing body of the proposed Authority of persons drawn from the transport workers' trade unions;

*Appeals* to all who are endeavouring to unite Europe to work for the setting up of this institution, which is needed to set the economic system of Europe upon new foundations and bring to realization the idea of a union of European peoples.'

Our Austrian friends showed themselves to be very generous hosts. The Railwaymen's Union and its local branches and cultural associations, the Railway Administration, the Governor of the Tyrol and the Town Council of Innsbruck all vied with each other in providing lavish hospitality and entertainment.

## ROAD TRANSPORT WORKERS' SECTION

Apart from the Sectional Conference held in connection with our Oslo Congress, the Section has organized two international conferences during the period under review: one, more particularly for bus and tramway workers, in 1948 and a general road transport workers' and tramwaymen's conference in 1949.

The International Conference of Bus and Tramway Workers, which was attended by some eighty delegates from Austria, Belgium, Denmark, Eire, Finland, Germany, Great Britain, Holland, Norway, Sweden and Switzerland, was held at Utrecht, in Holland, from 3 to 6 May 1948, under the joint auspices of the ITF and the International Federation of Unions of Employees in Public and Civil Services.

In preparation for the discussions the two Internationals had undertaken enquiries into pension arrangements in the bus and tramway industry; equali-

zation of working conditions in public and private undertakings; negotiating machinery and staff participation in management; and working hours in tramway and bus undertakings, and reports on these subjects had been prepared respectively by R. Stonner, of the Austrian Municipal Workers' Union, L. W. Peterse, of the Dutch Railwaymen's and Tramwaymen's Union, Viktor Jensen, of the Norwegian Municipal Workers' Union and John Lauwereins, of the Belgian Tramwaymen's Union. The following resolutions were adopted:

**Hours of work:** 'This Conference of tramway and bus workers affiliated to the International Federation of Public and Civil Servants and the International Transportworkers' Federation, co-operating for the first time in a joint meeting under the auspices of the two Internationals, at Utrecht, from May 3 to 6, 1948,

*Having given full consideration* to the question of working hours in passenger transport in the light of the conditions temporarily prevailing as a consequence of the Second World War,

*Is of the opinion* that the arguments both social and technical which have been advanced in the past in favour of the reduction of the working week to forty hours have lost none of their force, but have rather been strengthened by the greater strain which later technical development has imposed on the tramway and bus workers.

*It further considers* that the special character of the work of tramway and bus workers, with its irregular hours and ever-increasing demands on their nervous energy, justifies preferential treatment in the matter of working hours.

*On the other hand*, the Conference realises that the material destruction and economic disturbance caused by the war have created a situation which in many cases precludes any immediate improvement on pre-war conditions, and that for some years to come a special effort will be required of the working class for purposes of reconstruction. If the tramway and bus workers are to make their contributions to this effort, they will have to envisage the achievement of the forty hour week, and some other of their pre-war claims, by stages.

*The Conference* sees no reason why the old claims should be forgotten, however, or why new claims that have every social and technical justification should not be already formulated, so that they may be realized as and when circumstances permit.

*It therefore requests* the Executive Committees of the two Internationals to initiate steps to secure the adoption of a new International Convention on hours of work and rest periods in road transport, which shall permit of its flexible application during the period of reconstruction and which shall embody the following claims:

- 1) Standard working week of forty hours, applicable to all workers on vehi-

cles engaged in road transport, including those who ordinarily do a considerable amount of subsidiary work, or whose work is frequently interrupted by periods of mere attendance.

2) Working day not to exceed eight hours, extensible to ten where serious technical difficulties make this absolutely necessary.

3) Spreadover not to exceed ten hours, extensible to twelve, where serious technical difficulties make this absolutely necessary.

4) All breaks not exceeding thirty minutes to count as working time.

5) Maximum of five hours uninterrupted driving time.

6) Minimum daily rest period of twelve hours, reducible to eight not more than once a week.

7) Minimum weekly rest of thirty-two hours comprising one full calendar day.

8) Rest days to include a minimum of thirteen Sundays a year except where a proper public service otherwise requires.

9) Minimum rate of time and a half for all overtime.

10) Minimum rate of time and a quarter for night work.'

**The Marshall Plan:** 'This International Conference of bus and tramway personnel, organized by the International Transportworkers' Federation and the International Federation of Unions of Employees in Public and Civil Services.

*Notes with satisfaction* the activities of the trade union movements in the Western countries of Europe and in the United States of America, in respect of the European Recovery Programme.

*It also notes* with satisfaction the results of the Conferences of the various National Trade Union Centres, held in London on 8th and 9th March, 1948, and of the Conference which the International Transportworkers' Federation, held in Luxemburg from April 6th to 9th, 1948, in which representatives of other International Trade Secretariats took part as observers.

*The Conference* hails these activities as constituting an earnest endeavour to ensure the success of the European Recovery Programme in the interests of the working classes of the countries participating in the Plan.

*This Conference* sees in the success of this Plan the possibility of improving the economic conditions and the standard of life in the countries concerned, and, by so doing, of safeguarding their freedom and their democratic ways of life.

*This Conference* deplores the fact that a certain section of the Labour movement in Western Europe still opposes the European Recovery Programme on political grounds and tries to undermine the confidence of the workers in the ideas of international and human solidarity which underly the Programme and inspire the American people, and also in the efficacy of the support given to it by the Trade Union centres and their affiliated Unions.

*This Conference wishes to express its firm belief that the participation of the working class movement in the countries concerned will ensure that the European Recovery Programme will be utilised in the interest of the working population, and will, in its effects, counteract any attempts at exploitation by capitalist interests.'*

At the Conference of the Road Transport Workers' Section held on the occasion of the Oslo Congress, in July 1948, the questions were raised of the manning of motor vehicles in long distance traffic, working conditions in road transport and their effect on the coordination of transport, and the protection of workers against the risks inherent in the transport and handling of dangerous goods. It was decided to set up a Committee of Experts composed of five members, appointed one each by the Scandinavian group, the Benelux group, the German-speaking group, Great Britain and France, to go further into these matters and make recommendations to affiliated organizations as to the policy to be followed.

This Committee met in London on 17 and 18 January and 22 to 24 February 1949, but found that there were difficulties in the way of reaching definite conclusions on the matters referred to it. It did, however, work out the draft of a revised international convention on hours of work in road transport, and also considered amendments to the draft world convention on road traffic which was to go before the World Road Conference to be held at Geneva commencing 23 August 1949.

The second Conference of the Road Transport Workers' Section was held in Paris from 11 to 14 October 1949, and was attended by representatives of 16 European organizations, including four railwaymen's unions which organize the workers engaged in railway-owned road transport and three others which organize tramwaymen as well as railwaymen.

This Conference also discussed the question of working hours, and was again unable to reach a unanimous conclusion. On the question of the coordination of road and rail transport the following resolution was adopted:

The Conference of Road Transport Workers affiliated with the ITF, meeting in Paris from 11 to 14 October 1949 and

*'Considering* that the coordination of transport cannot be achieved without the elimination of competition, which is not at present practicable in all countries; and

*Considering* nevertheless that uneconomic competition harms the interests both of the community and the transport workers;

*Recommends* to all affiliated organizations of road transport workers that they should advocate that competition, so long as it exists, be based on the fulfilment by the transport undertakings concerned of equal or equivalent obli-

gations towards the community, the users, third parties and the transport workers;

*Draws particular attention* to the fact that equality in conditions of employment is calculated to eliminate one of the factors in uneconomic competition in transport, and urges transport workers' trade unions to pursue in common and energetically equality of the whole of the conditions of employment of their members; and

*Requests* the Executive Committee and the Secretariat of the ITF to work through the channels of the ILO and UN Transport Commission towards the same goal.'

Other matters discussed – including the questions of working hours on long distance road transport and the carriage by road of dangerous goods – were again referred to the Committee of the Section.

## DOCKERS AND SEAFARERS' SECTIONS

The work of the Dockers' and Seafarers' Sections has been so closely inter-linked during the two years covered by this report that it will be better to consider them together.

Three of the questions which have largely occupied their attention have been the Canadian Seamen's Dispute, the Panamanian Shipping Problem and the Anti-Communist Campaign in Ports, particulars of which will be found under those headings in Chapter 4, Various Interventions and Activities. Information about the remainder of the work of the two sections will be found below.

A number of seafarers' representatives from several European and overseas countries were present in London at the end of May 1948 to attend an International Conference on Safety of Live at Sea, so advantage was taken of the opportunity to hold an enlarged meeting of the Seafarers' Sectional Committee on 29 May.

The following attended: *Australia* A.H. Moate; *Belgium* O. Becu; *Great Britain* T. Yates, P. Knight, S. James and J.H. Borlase (Seamen); D.S. Tennant, L. White, D. Carmichael and J.G.F. Gregory (Navigating and Engineer Officers); H.J. Perkins (Radio Officers); *Finland* N. Wälläri; *Holland* J. Buquet (Seamen); P. de Vries and J.F. van Muilwijk (Navigating and Engineer Officers); *Norway* E.H. Ottersen (Seamen); O. Skjervoll (Navigating Officers); J.E. Johanson (Engineer Officers); *Sweden* J. Svenson and N. Olsson (Seamen); A. Söre (Engineer Officers); *USA* M. Weisberger (Seamen); and J. H. Oldenbroek (General Secretary).

The meeting concerned itself chiefly with the question of the ratification of the Seattle Conventions. The following resolution was adopted:

*'This meeting of the Seafarers' Sectional Committee of the ITF, held at Maritime House, London, on Saturday 29 May 1948, and attended also by other representatives from affiliated seafarers' organizations, including those of Australia and the United States;*

*Having heard statements from the different countries represented on the position and prospects with regard to ratification of the Seattle Maritime Labour Conventions;*

*Insists with the International Labour Office that the session of the Joint Maritime Commission, with participation of representatives of the governments of maritime countries, which was unanimously requested by the last meeting of the Joint Maritime Commission, shall be held not later than the early autumn of this year, as agreed between the shipowners' and seafarers' groups of that body;*

**Calls upon the seafarers' unions; (a) To make representations** to their respective governments that these submit without delay to the ILO the statements requested by the ILO showing the position with regard to ratification of the conventions and the alleged difficulties which are holding up such a step;

**(b) To prepare** for the purpose of the Seafarers' Conference to be held in connection with the Oslo Congress of the ITF concise and clear reports on the position of their respective governments on the ratification issue;

**(c) To indicate** in their reports to the Oslo Conference the action they consider should be taken internationally, as well as the action they are prepared to take nationally, in order to enforce speedy implementation of the Seattle decisions.'

The Seafarers' Sectional Conference held in connection with the Oslo Congress also expressed regret at the delay in holding the tripartite meetings, but agreed to a further postponement until 4 December 1948, while instructing the Secretariat to prepare a plan of action to hasten the implementation of the Seattle Conventions. It also adopted resolutions in favour of a boycott of Panamanian shipping; calling on seafarers' unions to refuse membership to men banned or expelled from other seafarers' unions; calling for an investigation into the problem of ballasting for light sea passages; and calling for more adequate representation of seafarers' unions at official meetings where matters interesting them are discussed.

The tripartite session of the Joint Maritime Commission was eventually held at Geneva in November 1948, and the opportunity was seized to hold a meeting of the Seafarers' Section of the ITF on 23 and 24 November. It was attended by twenty-seven representatives of affiliated seafarers' unions in Argentina, Belgium, Denmark, Finland, France, Germany, Holland, Norway, Sweden, United Kingdom, and United States. A resolution was adopted fixing the date for the commencement of the boycott of Panamanian ships

at 1 May 1949. The meeting also adopted the following resolution on the practise of employing navigating officers on duties in the radio department of ships:

*'Consistent with the provisions of Section ten, Item 184 (three) of the International Seafarers' Charter, and being concerned with promoting a higher degree of safety of life at sea, this meeting of the Seafarers' Section of the ITF condemns the system of mate-operator or any similar combination aboard ship and decides that the necessary arrangements shall be made to discontinue such practice at the earliest possible date and in any case by 31 December 1950. The Conference of the Dockers' Section held in connection with the Oslo Congress declared without hesitation its willingness to take sympathetic action to support the seamen in their proposed boycott of Panamanian shipping. It also endorsed a memorandum of the Secretariat reaffirming the demand for a seventy-five kilogramme limit to the weight of loads to be carried by one man.'*

A Joint International Conference of Dockers and Seafarers was held in London from 15 to 17 February 1949 to consider the question of the proposed boycott of ships transferred to the Panamanian, Honduran and similar flags. It appointed an international boycott committee of eight persons and adopted two resolutions - one condemning the practice of selling obsolete tonnage to the Panamanian registry and bringing the matter to the notice of the Preparatory Committee of the Inter-Governmental Consultative Maritime Organization and the Economic and Social Council of the United Nations; and the other pointing out to the ERP administrative authorities that the carriage of goods in Panamanian ships retards the recovery of ERP countries.

Another Joint International Dockers' and Seafarers' Conference was held in Rotterdam from 26 to 30 August 1949. It was attended by forty delegates representing affiliated dockers' and seafarers' unions in Belgium, Denmark, Finland, France, Germany, Great Britain, Greece, Holland, Ireland, Italy, Norway, Sweden and the United States. Brother P. de Vries, President of the Dutch Merchant Navy Officers' Union, occupied the chair.

The Conference was called mainly for the purpose of considering the situation arising out of the setting up of a Dockers' and Seamen's Department of the WFTU, with the related question of the strike of Canadian seamen, and the position resulting from the failure of the shipowners' representatives to take part in the negotiations on the Panamanian flag question that were to have taken place in Washington. Resolutions were adopted on the questions of Communist activity in ports, the Canadian seamen's dispute and sham flag transfers, which will be found elsewhere in this report; and in addition the following:

**Resolution on the Communist Dockers' and Seamen's Department:** 'This International Joint Dockers' and Seafarers' Conference of the International Transport Workers' Federation, held at Rotterdam from 26 to 30 August 1949, has taken cognizance of the formation of a Dockers' and Seamen's Department within the Communist World Federation of Trade Unions.

*In accordance* with Communist doctrine, this new organization will not be used for promoting the interests of dockers and seafarers, but for furthering Communist objectives, which are contrary to the material and moral aspirations of free people.

*The dockers' and seafarers' unions* affiliated with the ITF are ready and determined to meet the challenge constituted by another attempt to create a rival dockers' and seafarers' international, and through this conference express the opinion that membership of the new organization or of any other organization of totalitarian tendency is incompatible with membership of the ITF, which has always regarded freedom and decency as the supreme values.

*It therefore* requests the Executive Committee of the ITF to consider the question of amending the Constitution of the ITF with a view to devising an expeditious procedure whereby a union which acts against the declared principles and interests of the ITF and its affiliated unions may be suspended from membership of the ITF pending the holding of the next Biennial Congress.'

**Resolution on the Canadian District of the SIU:** 'This International Joint Dockers' and Seafarers' Conference of the International Transport Workers' Federation, held at Rotterdam from 26 to 30 August 1949, having heard a report on the position in the Canadian District of the Seafarers' International Union of North America to be most representative of the seamen of Canada, decides that this organization be recognized as the ITF affiliate in Canada.'

**Resolution on the Seattle Conventions:** 'This International Joint Dockers' and Seafarers' Conference of the International Transport Workers' Federation, held at Rotterdam from 26 to 30 August 1949, has once again considered the position with regard to ratification of the International Maritime Labour Conventions adopted at Seattle in June 1946.

*More than three years* have elapsed since the adoption of these conventions, which only embody international minimum conditions enunciated in the International Seafarers' Charter drafted by the ITF during the years of the war. Reports from the different countries show that the progress made towards ratification and implementation of these instruments is still very unsatisfactory.

*This Conference* records its bitter disappointment at the failure of governments to keep the promises which in fact they made by voting for the adoption of these conventions and declares that the seafarers cannot be expected to tolerate such procrastination any longer.

*It therefore* calls upon the seafarers' unions in the different countries to bring



the strongest possible pressure to bear upon their respective governments with a view to the enactment of such legislation, and further to effect such adjustments of collective agreements as will permit of ratification of the Seattle Conventions in the immediate future, and requests all the unions concerned to report the results of their endeavours to the Secretariat of the ITF before the end of the year, and the Executive Committee to convene if necessary a meeting of the Dockers' and Seafarers' Sections to consider the position early in 1950.'

A meeting of the Seafarers' Sectional Committee was held in London on 31 October 1949 to consider the effects on seamen's conditions of life of the devaluation of the pound sterling and other European currencies. It arrived at the conclusion 1) that officers and men based on ports in soft currency areas and engaged in trade with hard currency areas, calling at their home ports at relatively short intervals, should be enabled to acquire a reasonable amount of hard currency for their incidental expenses in foreign ports at pre-devaluation rates of exchange; 2) that officers and men sailing for long periods (thirty days or more) in hard currency areas should receive an adequate and permanent 'devaluation bonus'; 3) that the bonus should vary according to the rate of devaluation of the home currency into which the seafarers must convert part of their earnings.

## CIVIL AVIATION SECTION

In connection with our Oslo Congress a special conference was held for organizations having members employed in civil aviation. It was attended by delegates from Austria, Belgium, France, Great Britain, Holland, Norway, Sweden, Switzerland and the USA, and unanimously adopted a resolution asking 'That the General Council give immediate consideration to the setting up of a Civil Aviation Section of the ITF, so that all circumstances affecting personnel employed in civil aviation be investigated forthwith.'

This question was considered by the Conference of the Seafarers' Section held in Geneva on 23 and 24 November 1948 (some of the officers' unions have members employed in civil aviation), and support was given to the proposal to establish a Civil Aviation Section of the ITF. It was decided to recommend to the General Council that such a Section be divided into two subsections, for ground and flying personnel respectively. At its meeting in Antwerp on 13 and 14 May 1949 the General Council of the ITF decided to set up the Section and to adopt the latter proposal.

A Conference for the purpose was held in Paris from 15 to 17 October 1949, under the chairmanship of Mr O. Becu, President of the ITF. It was attended by delegates from twenty-one organizations in Belgium, France, Hol-

land, Great Britain, Norway, Sweden, Switzerland and the USA, representing all categories of civil aviation personnel. It unanimously accepted the proposal to form two subsections, each to have a subcommittee of five members. The two subcommittees will jointly form the Sectional Committee. Mr R. Lapeyre was unanimously chosen President of the Section. The following resolution was adopted:

*'This inaugural conference of the Civil Aviation Section of the International Transport Workers' Federation, convened in Paris from 15 to 17 October 1949, Having given consideration to the question of the international trade union organization of personnel engaged in civil aviation, Requests the Secretariat of the ITF to invite affiliated unions to pronounce themselves upon the desirability and practicability of including all categories of civil aviation personnel in international trade union activities, without prejudice to the form of organization existing in any national field.'*

This resolution was communicated to all organizations interested, but up to the end of the year no communication had been received on the subject.

## INLAND NAVIGATION SECTION

Throughout the two years under review, and for a long time previously, the Inland Navigation Section was engaged in an endeavour to secure the holding, under the auspices of the ILO, of a Tripartite Conference to consider a five-power agreement regulating conditions of employment and social insurance for workers engaged in inland navigation in the Rhine basin. This Conference was finally held in Geneva from 31 October to 5 November and 5 to 14 December 1949. Particulars will be found in the chapter of this Report dealing with relations with the International Labour Office.

The Section also arranged for a meeting at Geneva, on 4 December 1949, of the workers' delegates attending the meeting of the Rhine Shipping Committee.

At the Conference on Marshall Aid which the ITF held in Luxemburg from 6 to 9 April 1948 the following two resolutions, which have a bearing on the work of the Inland Navigation Section, were adopted:

**Resolution on inland waterway systems:** 'Whereas inland waterway systems have been well developed in Western European countries and inland navigation has always played an important part in the movement of goods traffic; and *Whereas* this form of transport should also in the future carry the cargoes for which it is most suitable, and the participating countries concerned should to the extent necessary cooperate with one another, with American assistance, in ensuring that all are equipped to play their part;

*This Conference* of American and European transport workers' unions affiliated with the International Transport Workers' Federation, meeting in the city of Luxemburg from 6 to 9 April 1948,

*Considers* that arrangements should be made for the inland fleets of the different countries to be placed on a uniform basis with regard to freight rates and wages and other working and social conditions;

*Calls upon* the affiliated unions concerned to redouble their efforts to bring about, with the cooperation of the International Labour Office, an international convention on these matters applicable to the countries concerned as well as the abolition of discriminatory practices; and

*Considers* that as the flow of traffic grows with the application of the European Recovery Programme, German vessels should to an increasing extent be allowed their share in the traffic on inter-country waterways.'

**Resolution on diversion of traffic:** 'Whereas since the end of the war by far the greater part of the traffic of the natural hinterland of the ports of Belgium and Holland has been diverted by the Allied Occupation Authorities to Hamburg, Bremen and Emden;

*Whereas* this policy, so detrimental to the ports of Belgium and Holland, is pursued by the American and British authorities allegedly in order to reduce the costs of occupying Germany; and

*Whereas* in relation to the expenditure of milliards of dollars provided by the programme for the recovery of Western Europe any saving effected by the above allied shipping policy is of comparatively slight importance, and the continuation of such an unnatural diversion of traffic hampers economic recovery and expansion;

*This Conference* of American and European transport workers' unions affiliated with the International Transport Workers' Federation, meeting in the city of Luxemburg from 6 to 9 April 1948,

*Expresses the opinion* that the restoration of this German transit traffic to its normal channels will in great measure benefit not only Belgium and Holland but the economic recovery of Germany's Rhine shipping ports as well;

*Notes with satisfaction* the view expressed in the Harriman Report that: 'The Rhine, normally the backbone of transport for the bulk exports of the Ruhr, is not being fully utilized because of a disagreement over financial matters. There is now very considerable tug and barge capacity lying idle in Holland and Belgium, because the bizonal authorities and the Netherlands and Belgian Governments cannot agree on a plan for the reciprocal use of the Rhine by the river vessels of all three countries. This plan as recently discussed involves using the Low Country ports for the movement of cargo destined for the Bizonia which now passes through Hamburg and Bremen. The Low Countries feel that they should get some current return for handling this cargo, while the United States military authorities contend that their appropriations will

not permit them to spend any additional dollars on cargo-handling charges. If this matter could be settled, the resulting clearing arrangements might permit the movement of as much as ten million tons more coal a year from the Ruhr. In cases such as this, where inadequate appropriations for United States Military Government are limiting the effectiveness of European transport facilities, the United States should certainly provide the relatively small additional amounts necessary to re-establish normal Rhine traffic. It would be the height of folly to permit a small financial impediment to stand in the way of an improvement in transport which could make a major contribution to the recovery of Germany and Europe.'

### FISHERMEN'S SECTION

It has not been possible to make the progress with this Section that we had hoped for. It will be recalled that the ILO Maritime Conference at Seattle adopted on 27 June 1946 a resolution, put forward by the late Mr Charles Jarman on behalf of the ITF, asking the ILO 'to make the necessary studies and preparations with a view to considering the possibility of the adoption of an International Fishermen's Charter setting out, on the lines of the International Seafarers' Charter, minimum standards of wages and working conditions, continuity of employment, social legislation, etc., for the industry.'

Pursuant to this decision the International Labour Office sent out in 1947, to governments of countries with fishing industries, four questionnaires covering all aspects of fishermen's conditions of work.

In the meantime the ITF Secretariat prepared an International Fishermen's Conference at Hull on 6 and 7 June 1947 which considered a draft of an International Fishermen's Charter, embodying minimum standards which it was hoped would be adopted as international standards when the ILO plans materialized. This draft, after some modification, was approved by the ITF Congress at Oslo in July 1948.

The Fishermen's Conference at Hull decided to ask the Executive Committee of the ITF to set up a special Fishermen's Section within the ITF, and our Oslo Congress decided that the matter should be considered by the next following meeting of the Seafarers' Sectional Committee.

The fourteenth session of the Joint Maritime Commission, held in Geneva in December 1947, adopted by twelve votes to nil, with twelve abstentions, a resolution to the effect that the Governing Body of the ILO be asked to convene a meeting of fishermen and fishing boat owners to consider working conditions of fishermen and suggest methods of improving these conditions.

A meeting of the Seafarers' Sectional Committee held immediately prior to a conference of the Seafarers' Section held at Geneva on 23 and 24 November 1948, decided to recommend the General Council to set up a Fisher-

men's Section, a decision which was endorsed by the Seafarers' Section the following day.

In the meantime the ILO informed us that its Governing Body would deal with the fishing industry at a meeting to be held some time in March or April 1949, and would consider setting up a Committee of Experts for the purpose of dealing with proposals made on behalf of the industry, and at the request of the ILO Messrs A. Bird *Great Britain*, R. Dekeyzer *Belgium*, E. Ehlers *France*, J. Hawk *U S A*, O. Helland *Norway*, plus an Australian representative, were provisionally put forward as members for the fishermen's side.

At its meeting in Antwerp on 13 and 14 May 1949 the General Council of the ITF decided to set up a Fishermen's Section, but to leave to the Section itself the question which had been raised as to whether the Section should also include self-employed persons in the fishing industry.

In July 1949 we were informed that the Governing Body of the ILO had decided, by seventeen votes to eight, not to set up the proposed Committee of Experts, without prejudice to the possibility of it being done at a later date. We understand that the Governments and employers of the United Kingdom and the USA objected to any further committees being set up, and considered it preferable that the ILO should send direct to the governments particulars of the replies received to the questionnaires sent out in 1947, and consult them as to the aspects of fishermen's working conditions which they considered suitable for international regulation, and as to what form of regulation was most desirable.

We had been planning to hold the first meeting of the Fishermen's Section of the ITF in conjunction with the first meeting of the proposed Committee of Experts, but in view of the new situation, and the fact that the report embodying the results of the ILO enquiry was not yet ready, it was decided that it would be better to postpone it and hold it in connection with the Congress of the ITF in July 1950. A circular informing unions concerned was set out on 28 November 1949.

We understand that at the end of 1949 the ILO report on fishermen's working conditions was in an advanced state of preparation, and it will probably be published before our Stuttgart Congress meets.

## 6 International trade union relations

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### WORLD FEDERATION OF TRADE UNIONS

The chapter – the first chapter at any rate – of the history of the relations of the ITF with the World Federation of Trade Unions has now ended, but for purposes of record it will be as well to describe the closing events. Relations between the democratic and the totalitarian trade unions have now been broken off completely. It had long been clear that this was inevitable, and it is a matter for surprise that it took the free and democratic trade unions three years and three months to sever the links of an association the impossibility of which had already begun to show itself at the Paris Congress at which the WFTU was constituted in 1945. The plain fact is that genuine trade-unionism and what goes by that name in totalitarian countries have nothing in common and will not mix, but many good trade-unionists believed otherwise and until the fact had been demonstrated beyond doubt it would have been hazardous to interrupt the experiment of mixing them (once it had been started).

At its meeting in London from 25 to 27 November 1947 the General Council of the ITF found that the negotiations between the WFTU and the International Trade Secretariats had not produced agreement on any of the main points, but 'authorized the Secretariat of the ITF to resume negotiations on the issue if approached to that effect by the WFTU'. The WFTU did indeed convene another meeting between its representatives and the Consultative Committee of the International Trade Secretariats, to take place on 12 January 1948, but this meeting was cancelled by telegram and did not actually take place until 14 September 1948 – eight months later. No reason was given for the cancellation, but the Marshall Plan, which the Secretariat of the WFTU was attacking, had just come to the fore, and there is little doubt that it feared that if the meeting was held just then awkward questions might be asked.

In the meantime the Congress of the ITF met at Oslo from 19 to 24 July 1948 and decided that the negotiations had shown that cooperation as envisaged in the resolution adopted at our Zurich Congress was not possible, and that the 'interests of the transport workers would best be served by continuing the independence of the ITF until such time as negotiations can be resumed with an all-embracing trade union international which offers sufficient prospects of an appropriate measure of autonomy for the International Trade Secretariats and guarantees the principles of free and democratic trade-unionism'.

The President and General Secretary of the ITF did, however, attend the meeting called for 14 September 1948 in Paris, which was followed on the sixteenth by a conference of the Executive Bureau of the WFTU with repre-

representatives of all the International Trade Secretariats. The result of these two meetings was that the ITS adopted a resolution, couched in similar terms to that of the ITF Congress, and that the negotiations about their integration in the WFTU finally came to an end.

This result was a foregone conclusion. It had long been abundantly clear that the WFTU was bent on absorbing the ITS on terms which would have meant their complete subordination. In addition, signs were already beginning to appear of growing tension within the WFTU itself. This came to a head in October 1948, when the General Council of the British Trade Union Congress decided to propose to the next following meeting of the Executive Bureau of the WFTU that it should recommend national trade union centres to agree to the suspension of all WFTU activities for a period. The Executive Bureau met on 17 January 1949 and rejected this proposal, and as a result the British TUC, the American CIO and the Dutch Federation of Trade Unions withdrew from the WFTU. Their example was followed sooner or later by all free and democratic national trade union countries. All the Communist-controlled national centres – and also, for special and presumably temporary reasons, the Finnish organization – remained in the WFTU.

The WFTU lost little time before embarking on the setting up of the 'trade departments' which are to be the Communist counterparts and rivals of the democratic International Trade Secretariats. It sent invitations to all these Secretariats inviting them to the trade conferences at which the trade departments were to be set up. They hoped, no doubt, to put a little sand in the wheels of the ITS. It gave us useful notice, however, and on the 15 March 1949 we sent a circular to affiliated organizations warning them of an invitation they might receive to take part in a trade conference called by the WFTU; we wrote:

*'In this connection* we have to remind affiliated unions of the resolution which was adopted on the subject of relations with the WFTU by the General Council of the ITF in November 1947, and confirmed by the Oslo Congress of the ITF in July, 1948. It instructed the Secretariat of the ITF, should the WFTU proceed to convene over the head of the ITF a conference of transport workers' unions with the view of forming an International Trade Department, to recommend affiliated unions to refrain from participation in the conference.

*I am further* able to add that the question was discussed at a joint conference of the International Trade Secretariats held at Bournemouth from 8 to 10 March last, with the result that it was decided that the ITS should pursue a concerted policy in this matter. The resolution adopted recommended all the ITS to abide by the collective decision taken by them in Paris in September 1948 and to 'advise their affiliated unions against taking any part in any conference convened by the WFTU.'

As far as we know, only one organization affiliated with the ITF, the Finnish Transport Workers' Union, disregarded this circular and attended the WFTU conference for seamen and dockers held at Marseille from 15 to 18 July 1949, and none at all the conference for land and air transport workers held at Bucarest on 10 December 1949.

The first of these two meetings set up a Trade Department of Seamen and Dockers, of which the Secretary is Mr Freissinet, Secretary of the Communist Seamen's and Dockers' Union of Marseille. Mr Harry Bridges of the USA was elected President in his absence. The first action of the new Department was to send a delegation of three persons to 'investigate' the Communist-inspired unofficial strike of London dockers in support of the Canadian Seamen's Union's strike. When they arrived the strike was already petering out and they were, moreover, refused permission to land in the United Kingdom.

Particulars of action taken by the Seafarers' and Dockers' Section of the ITF to counter the Communist menace will be found in another section of this report.

## INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS

After the withdrawal of the British Trades Union Congress, the American CIO and the Dutch Federation of Trade Unions from the WFTU in January 1949 there was an interlude during which other national trade union centres followed their example and conversations were started with a view to the formation of a new Trade Union International which should be confined to national centres free from Communist or any other outside domination. Then, at the invitation of the British Trades Union Congress, an International Trade Union Conference was held at Geneva on 25 and 26 June 1949, for the purpose of preparing for the setting up of such an International. It was attended by representatives of thirty-seven national trade union centres and twelve trade union organizations not affiliated with a national centre, and in addition three delegates of the Coordinating Committee of the International Trade Secretariats, Messrs Bolle, Hewitson and Oldenbroek.

This Conference appointed a Preparatory Committee charged with the drafting of a constitution and programme for a new 'international trade union organization which will embrace all free and democratic trade union organizations and aim at the closest possible consultation and cooperation with the International Trade Secretariats'. In a Preparatory Committee of fourteen members one seat was allotted to the ITS, who chose Mr Oldenbroek to represent them.

At the first meeting of the Preparatory Committee, held in London from 25 to 29 July 1949, Mr Oldenbroek pointed out that the ITS had been working



closely together since September 1948 and had set up a Coordinating Committee in March 1949, and that they were willing to support the new International, but that he was unable to give an authoritative opinion on the form which cooperation could take, as the ITS had not yet been consulted on the matter. He suggested, however, that propaganda, regional organization and representation on official international bodies were fields which lent themselves to such cooperation. The setting up of a Joint Consultative Committee might be considered upon which the ITS might be represented through their existing Coordinating Committee, and reciprocal arrangements might be made to give the ITS consultative representation at meetings of the Executive Board, General Council and Congress of the new International, which would in turn be represented in a similar capacity at meetings of the Coordinating Committee and general conferences of the ITS

A further meeting of the Preparatory Committee, on 21 and 22 September, decided that a Free World Labour Conference and the Constituent Congress of the new International should be held in London from 28 November to 9 December 1949, and that the International Trade Secretariats should be invited to send delegates on the basis of one delegate for ITS with less than a million members and two delegates for those with more.

When the Executive Committee of the ITF met in London in October 1949 it decided to accept the invitation and appointed Messrs Becu and Oldenbroek as ITF delegates. The position taken up by Mr Oldenbroek at the first meeting of the Preparatory Committee was endorsed.

The EC further approved of Mr Oldenbroek accepting the nomination he had been offered for the General-Secretaryship of the new International.

At the Conference of the International Trade Secretariats held in Paris on 8 and 9 November 1949, to which reference has been made in the previous section of this Report, the ITS had an opportunity of airing their views on the question of relations with the new International. The following resolution was adopted as a result:

*'The representatives of the International Trade Secretariats, meeting in General Conference in Paris on 8 and 9 November 1949;*

*Having heard* a report from the ITS Coordinating Committee relating to the Preparatory International Trade Union Conference held in Geneva on 25 and 26 June 1949, and to the meetings of the Preparatory International Trade Union Committee set up by the Geneva Conference with the task of convening an International Trade Union Congress of the free and democratic trade unions of the world;

*Endorse* the attitude adopted by the representatives of the Coordinating Committee at these meetings;

*Wholeheartedly* welcome the initiative of the free trade union centres to set up

a new world-embracing organization uniting the workers organized in the free and democratic trade unions of the world;

*Place on record* their desire to support this new International and to enter into close and friendly relations with it;

*Authorize* the ITS Coordinating Committee to engage in consultations with the governing bodies of the new International on behalf of the International Trade Secretariats with the object of: (a) Establishing permanent relations with the new International on the understanding that the individual Trade Secretariats retain their autonomy and their independent functioning as expressed in their existing constitutions and activities; (b) Creating a Consultative Committee representing the Executive Board of the new International and the International Trade Secretariats;

*Hold the view* that the arrangements referred to in Article X of the draft Constitution of the new International should provide for adequate representation of the ITS Coordinating Committee, in a consultative capacity, on the Governing Bodies of the new International and for representation of each individual International Trade Secretariat at its biennial Congresses, it being understood that such representation ought to be on a reciprocal basis.'

Fifteen International Trade Secretariats were represented at the Free World Labour Conference when it opened in London on 28 November 1949 – the ITF by Messrs Becu and Oldenbroek. On 7 December the Conference founded the International Confederation of Free Trade Unions and the delegates constituted themselves as the First Congress of that body and proceeded immediately to elect Mr J. H. Oldenbroek as General Secretary.

Article IX of the Constitution of the Confederation reads:

'*Arrangements* shall be made for the most effective cooperation between the ICFTU and the ITS in the performance of their functions'.

In addition the Congress adopted the following resolution:

'THIS CONGRESS, Believing that the full success of the International Confederation of Free Trade Unions can only be achieved by closest possible relationship between all free trade union organizations whose aims are directed towards achieving for their members freedom, social and economic justice and universal peace;

*Reaffirms* the desire expressed by the Preparatory International Trade Union Conference in Geneva for the closest possible consultation and collaboration between the International Confederation of Free Trade Unions and the International Trade Secretariats and welcomes the sentiments expressed to this end by the International Trade Secretariats at their Conference in Paris on 8 and 9 November; and

*Authorizes* the Executive Board to enter into early consultation with the International Trade Secretariats with a view to concluding such arrangements as

will ensure the most effective collaboration and reciprocal representation on a consultative basis between the International Confederation of Free Trade Unions and the International Trade Secretariats and the conclusion of arrangements for mutual assistance in the field of trade union organization'.

This resolution was adopted unanimously, and as pointed out by Mr I. Smets, who presented it to the Congress on behalf of the Constitution Committee, it represented 'complete agreement between the International Trade Secretariats and the Committee'.

The Coordinating Committee of the ITS seized the opportunity presented by their presence in London to meet the following day, 8 December, to consider the next step. On this occasion Mr Trifón Gómez deputized for Mr Oldenbroek. The Committee approved the resolution adopted by the Congress and appointed a sub-committee of five, M. Hewitson *Factory Workers' International*, M. C. Bolle *Public and Civil Servants' International*, R. Coppock *Building and Wood Workers' International*, W. G. Spiekman *Clerical Workers' International* and O. Becu *ITF*, to negotiate with the ICFTU about fields and methods of cooperation.

## INTERNATIONAL TRADE SECRETARIATS

In connection with the meeting in Paris on 14 September 1948 between the Executive Bureau of the WFTU and the Consultative Committee of the ITS, and on the 16th with the International Trade Secretariats themselves, a conference of the ITS took place on the 15th with Mr J. H. Oldenbroek in the chair. It was attended by representatives of the Internationals of the Boot and Shoe Operatives, Building Workers, Clothing Workers, Diamond Workers, Factory Workers, Food and Drink Workers, Land Workers, Metal Workers, Miners, Public and Civil Services Employees, Clerical and Technical Employees, Teachers, Tobacco Workers and the ITF. In addition letters were received from the three Internationals of the Printers, Lithographers and Bookbinders wishing the meeting success and declaring their intention not to take any orders from the WFTU.

After hearing a report from the Consultative Committee on the meeting with the Executive Bureau of the WFTU the previous day, a resolution was adopted declaring that the Conference:

*'Is of the unanimous opinion that the negotiations between the International Trade Secretariats and the World Federation of Trade Unions have shown conclusively that cooperation as envisaged in the draft Regulations is impracticable.*

*We declare that in the circumstances and in view of developments in the WFTU*

during the past two years the interests of the International Trade Secretariats can best be served by continuing their independence until such time as the negotiations can be resumed with a trade union International that may bring the Trade Secretariats together on a basis of autonomy acceptable to them. *With this object* in mind the trade secretaris here present have resolved to establish a committee for studying the problem.'

The meeting further considered the possibility of establishing some permanent form of cooperation between the ITS, not for the purpose of usurping the functions of a general Trade Union International, but simply to deal with matters of common concern to the ITS.

A Liaison Committee composed of representatives of all the ITS having their headquarters in the United Kingdom, with the General Secretary of the ITF as Chairman, was set up with instructions to convene a general conference of the ITS.

This Committee met several times, and at the beginning of December 1948 decided that the General Conference of ITS should be held in Bournemouth, England, from 8 to 10 March 1949. The original intention was to hold this conference much earlier, but it was desired to avoid the confusion and misunderstanding that might have arisen if the meeting were held at a time when things were coming to a head within the WFTU. Some misunderstanding did indeed arise, though at no time in the course of the relations between the International Trade Secretariats has there been any intention, or even any question, of encroaching upon the rights of the national trade union centres in the international field.

The Management Committee of the ITF appointed Messrs Becu, President of the ITF, T. Yates, Chairman of the Management Committee, and J.H. Oldenbroek, General Secretary, to represent the ITF at the Bournemouth Conference, but Mr Yates was unable to attend.

Discussions at the Conference were on a high level, and all decisions were unanimous. The following resolution was adopted:

*'The International Trade Secretariats, meeting at Bournemouth on 8 and 9 March 1949, decide to continue the work carried on their behalf by a decision of the meeting held in Paris on 15 September 1948 and to recommend the setting up of a Co-ordination Committee for the purpose of regular consultations on matters of common interest to the International Trade Secretariats. The International Trade Secretariats are invited to submit this recommendation to their governing bodies at the earliest possible moment for the purpose of ratification.*

*The Conference decides to elect a committee of nine persons who shall hold office until the next conference.*

*The Conference instructs the Committee to work out a plan for the covering of expenditure'.*

The following were elected to form the Coordinating Committee of the ITS:  
R. Coppock *International Federation of Building and Woodworkers*  
F. Gmur *International Federation of Post, Telegraph and Telephone Workers*  
M. Hewitson, MP *International Federation of General Factory Workers*  
K. Ilg *International Secretariat of Metalworkers*  
Dame Anne Loughlin *International Clothing Workers' Federation*  
J. H. Oldenbroek *International Transport Workers' Federation*  
J. Stott *International Federation of Textile Workers' Associations*  
J. Young *International Federation of Commercial, Clerical and Technical Employees*  
M. C. Bolle *International Federation of Unions of Employees in Public and Civil Services*

Provision was made for the co-optation of a representative of the Miners' International, which has so far kept aloof from any organized relations between the trade secretariats.

The Coordinating Committee met immediately after the Conference, on 10 March, and chose Mr Mark Hewitson, MP, as Chairman and Mr M. C. Bolle as Secretary.

In connection with the decision of the rump of the WFTU to proceed with the setting up of its Trade Departments, the Bournemouth Conference adopted the following resolution:

*'This Conference of International Trade Secretariats, meeting at Bournemouth on 8, 9 and 10 March 1949, has noted the letter addressed to each of the International Trade Secretariats by the World Federation of Trade Unions, concerning the formation of trade departments in the World Federation of Trade Unions, and recommends that each International Trade Secretariat should abide by the collective decision taken by the International Trade Secretariat in Paris on 15 September 1948, and that each International Trade Secretariat should advise its affiliated unions against taking part in any conference convened by the World Federation of Trade Unions'.*

The Executive Committee of the ITF, meeting in Antwerp on 11 and 12 May 1949, ratified the decisions of the Conference and agreed to a contribution of £250 to £300 a year by the ITF towards the expenses of the Coordinating Committee. Actually the ITF's contribution for the first year has been £250.

The Coordinating Committee held three further meetings during 1949, on 15 July, 31 August and 8 December. Matters discussed at the first two meetings were relations with the new Trade Union International; relations with the ERP Trade Union Advisory Committee; payment of affiliation fees by

German trade unions affiliated to the ITS; a report on the negotiations with the WFTU; extension of affiliations, with particular reference to the USA; and the Industrial Committees of the ILO Mr J. H. Oldenbroek was appointed to represent the ITS at the Preparatory International Trade Union Conference in Geneva on 25 and 26 June 1949, with Mr M. C. Bolle as adviser; and Messrs M. Hewitson, M. C. Bolle and J. H. Oldenbroek to represent them at meetings and conferences of the ERP Trade Union Advisory Committee. The third meeting was held on the occasion of the Congress of the International Confederation of Free Trade Unions, and particulars of its decisions will be found in the previous section of the Report.

A Conference of the ITS was held in Paris on 8 and 9 November 1949, the ITF being represented by Messrs Gómez, Oldenbroek and Becu. Matters discussed included relations with the ERP Trade Union Advisory Committee (Mr R. Coppock being added to the ITS delegates to meetings of that body); problems connected with the Industrial Committees of the ILO, about which the Secretary of the Coordinating Committee was asked to prepare a survey; ways in which the ITS could help the *Force Ouvrière* trade unions in France; ways of securing new affiliations for the ITS, for which the Coordinating Committee was asked to prepare a plan, and relations with the new Trade Union International which was in process of formation. With regard to this latter point a resolution was adopted which will be found in the previous section of this Report, together with particulars of the further activities of the International Trade Secretariats in connection with the foundation of the new International.

### INTERNATIONAL MERCANTILE MARINE OFFICERS' ASSOCIATION

Our relations with the IMMOA – which, it will be recalled, decided in 1946 to cease operating as an international trade union organization and to advise its member-organizations to affiliate with the ITF – continue to be excellent, and we were represented by Mr S. Christiansson at its twelfth Congress, held in Stockholm from 21 to 23 June 1948. The main business before the gathering was the amendment of the rules of the Association for the purpose of dropping trade union activities from its scope in consequence of its agreement with the ITF.

The newly elected officers of the Association – all old friends of ours – are: President, P. de Vries *Dutch Merchant Navy Officers' Union*; Vice-Presidents, A. Soere *Swedish Engineer Officers' Union* and W. H. Coombs *British Merchant Navy Officers' Federation*; First Secretary, D. S. Tennant *British Navigators' and Engineer Officers' Union*; Second Secretary, O. Becu *Merchant Navy Officers' Section of the Belgian Transport Workers' Union*.

## INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS

The IFALPA is a comparatively new recruit to the international trade union movement, having been founded in April 1948. It has a membership of something like 9,000, of which the United States Air Line Pilots' Association, also affiliated to the ITF, represent about 6,000. It has an affiliation fee of six shillings per member and per year – more than twenty times that of the ITF.

We are on very friendly terms with this organization, and are represented at one another's conferences and congresses. Mr D. Follows, Secretary of the IFALPA attended our Congress at Oslo in July 1948 and our International Civil Aviation Conference in Paris from 15 to 17 October 1949, and Messrs Strauss, Tennant and Soere, respectively, attended Conferences of the IFALPA in Paris on 20 September 1948, Dublin from 4 to 7 April 1949 and Copenhagen from 10 to 13 October 1949.

## 7 Relations with Official International Bodies

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### INTERNATIONAL LABOUR ORGANIZATION

**International Labour Conferences:** The 1948 Session of the International Labour Conference decided that relations between the ILO and non-governmental international organizations should in future be modelled on the regulations adopted for similar purposes by the Economic and Social Council of the United Nations. The ILO has consequently classified international organizations into two groups: those 'with an important interest in a wide range of ILO activities' and those with 'a special interest in some particular sector of the work of the ILO'.

Organizations in the first group – which includes the International Confederation of Free Trade Unions, the World Federation of Trade Unions, the International Confederation of Christian Trade Unions and the Inter-American Confederation of Workers CIT – have 'standing arrangements' made for their representation at the International Labour Conference and on its committees, where – with the concurrence of the President and Vice-Presidents of the Conference, or of the committees themselves – they may make or circulate statements. They can further be invited to specified meetings of the Governing Body of the ILO or of any of its committees and may attend regional conferences and meetings of industrial and advisory committees appointed by the Governing Body.

Organizations in the second group – to which the ITF belongs – enjoy similar facilities, but their status is different and they are limited to attendance 'during the consideration of matters of interest to them', for which purpose a special invitation from the Governing Body is required on each occasion. When invited they have the same right as organizations in the first group to make or circulate statements.

The new arrangement does not modify previous practice in so far as the ITF is concerned; the difference is in the permanent status which is given to the general international trade union bodies. Even in the case of the maritime sessions of the International Labour Conference the ICFTU, the WFTU, the Christian International and the CIT will have access automatically, while the ITF, though more directly concerned, will require to be invited by special decision of the Governing Body.

The 1949 session of the International Labour Conference was of special interest to the ITF, as it was to deal with the revision of several of the maritime conventions which were adopted at Seattle in June 1946. Though it is not usual to discuss maritime affairs at general sessions of the Conference, an



exception was made on this occasion because the revision only concerned a few minor points of the conventions and considerable delay would have been occasioned by following the normal procedure.

The seafarers had made it clear in advance that they did not propose to go back on the principles laid down in the Seattle conventions, but were prepared to give consideration to some difficulties of a practical and technical character which had emerged when the Seattle texts came to be analysed. The merits of the desired amendments had been considered in detail by a sub-committee of the Joint Maritime Commission, and what the general Conference did was to adopt the recommendations which this body had made.

As a result slight amendments were made to three of the conventions, viz., those dealing with paid holidays for seafarers; crew accommodation on board ship; and wages, hours and manning. There was only one point of substance on which the seafarers' group thought it advisable to make a concession, in order to avoid a drawn vote and to facilitate ratification of the convention concerned, by agreeing that the clause relating to the payment of subsistence allowances during holidays should be made optional instead of compulsory.

In spite of systematic opposition from the shipowners the decisions were arrived at by comfortable majorities and we now look forward with fresh hope to speedy ratification of the Seattle conventions.

**Joint Maritime Commission of the I.L.O.:** The 15th Session proper of the Joint Maritime Commission was held in Geneva on 26 November 1948. It was of brief duration and was devoted mainly to administrative matters, including the revision of the standing orders of the JMC and the issue of a Handbook on Seafarers' Welfare. The meeting had before it the text of a proposed agreement concerning relations between the ILO and the Inter-governmental Maritime Consultative Organization, providing for reciprocal participation in meetings of common interest. It was agreed to recommend the Governing Body of the ILO to consider the need for the JMC to be represented at meetings of the IMCO.

The JMC had not been brought together just to consider these minor matters, however. The main agenda was dealt with in the meeting of the JMC Sub-committee on Ratifications which followed, from 29 November to 3 December 1948. The JMC is a bipartite body composed of seafarers' and shipowners' representatives only, and the seafarers' group, dissatisfied with the progress made with the ratification of the Seattle conventions, had succeeded in getting the 14th Session of the JMC, held in December 1947, to ask the Governing Body of the ILO to convene a tripartite conference of the members of the JMC with government representatives from all maritime nations of any consequence. In the meantime governments were to be asked to report to the ILO what they had done to implement the conventions, and what obstacles there were to ratification. Difficulties of procedure stood in the way of the

calling of such a conference, but they were overcome by transforming it into a meeting of a Sub-committee on Ratifications, on to which government representatives could be co-opted. Twenty of the twenty-seven governments invited had sent representatives and had replied to the office's request for information. Nine others, not invited to the meeting, had also furnished information about their position as regards ratification of the conventions.

The Canadian Government representative, Mr M. C. Phelan, presided over the meeting and Mr J. Tudehope *Australia* was chosen as one of the Vice-Chairmen on the nomination of the seafarers' group. The Group itself elected Messrs Tom Yates *United Kingdom* and J. H. Oldenbroek *Netherlands* as its Chairman and Secretary respectively, and with Mr Tudehope they constituted the Seafarers' side of the Steering Committee.

From the seafarers' point of view there is no doubt that this tripartite conference has amply justified their insistence on it and there is good reason to believe that the governments concerned have found it equally satisfactory. All their difficulties about ratification were discussed at length. Some of them were found to be due to misunderstanding and in other cases their objections were withdrawn after discussion. As a result there were only a limited number of points on which the seafarers thought fit – in the interests of speedy ratification, to make them more practicable, or in a spirit of reasonable compromise – to agree to revision of the conventions concerned.

The shipowners were playing for time – to delay the ratification of the most important conventions and generally to water them down. They even tried to secure agreement to the calling of another International Maritime Labour Conference, preceded of course by another Preparatory Conference, at which governments, shipowners and seafarers could move any amendment they thought fit. The government and seafarers' representatives opposed them resolutely, however, and in the end a proposal put forward on behalf of all the governments was adopted – only the shipowners voting against – asking the Governing Body of the ILO to place the question of the revision of the conventions on accommodation and wages and hours and manning on the agenda of the June 1949 International Labour Conference. The Governing Body of the ILO met immediately after the tripartite conference had finished its work, and agreed to the request. The results of the June 1949 Conference have been mentioned in the previous section of this Report.

**Inland Transport Committee of the ILO:** The Inland Transport Committee of the ILO met in Brussels from 18 to 27 May 1949. Most of the workers' representatives belonged to unions affiliated with the ITF or maintaining friendly relations with it. There were also some Communists, however, but they could not prevent the exclusion of Mr Garcias, an observer from the WFTU, from the meetings of the workers' group. The two secretaries of the ITF attended in the double capacity of observers for the ITF and technical

advisors to the workers' delegates of Holland and Belgium.

There were interesting and fruitful discussions on dock labour problems, the employment of juveniles in inland navigation and general social problems in the inland transport industries. It is hoped that they will result in the adoption of an international convention for the inland navigation industry and in further progress in the implementation of schemes for the stabilization of employment in the port industry. An enquiry is to be made into the reasons for the non-ratification of the 1939 convention on hours of work in road transport, the outcome of which may help to shape ITF policy in the matter.

The delegates who dealt with railway and road transport problems had an all but useless discussion on the application of the methods of industrial psychology, and they took steps to ensure that the agenda of the next meeting of the Committee shall contain points of real interest.

The Committee also dealt with proposals, emanating from the Oslo Congress of the ITF, for improving the representation of the different transport industries, and as a result forwarded to the Governing Body of the ILO the following recommendations and suggestions:

*'That sessions of the Inland Transport Committee be held in the places most advantageous for the ILO from a financial point of view.*

*That the duration of sessions be restricted to nine days (Friday to Saturday of the following week). That information about economic developments in inland transport should not be given in the course of the general discussion but handed into the Office in writing for distribution to the Committee.*

*That the transport industry be subdivided into a Railways; b Road passenger transport; c Road transport (goods); d Docks; e Inland waterways; f Civil aviation.*

*That the agenda for each session of the Committee should comprise three items relating to each of three different branches of the transport industry, thus ensuring that an item of particular interest to each branch of the industry shall be considered at alternate meetings of the Committee.*

*That a session of the Committee be held every eighteen months, and that the ILO pay the expenses of three employers' and three workers' representatives.*

*That the agenda, date and place of sessions of the Committee be announced as far as possible twelve months in advance.*

*That there be close collaboration by governments with employers' and workers' organizations with regard to questionnaires sent to governments.'*

**ILO Special Tripartite Conference concerning Rhine Boatmen:** The ITF has for some time been pressing in the Inland Transport Committee of the ILO for the conclusion of a five-power agreement on conditions of employment and social insurances for workers engaged in inland navigation in the Rhine

basis. As a result the ILO called for 31 October 1949 a conference of government, employers' and workers' representatives of the countries concerned.

The Inland Navigation Section of the ITF met in Geneva on 29 and 30 October, under the leadership of Mr Oldenbroek, for preliminary consideration of two draft international agreements which the ILO had prepared for the occasion. The meeting agreed to put forward a number of amendments, the most important of which aimed at the inclusion in the agreements of provisions relating to the manning scale.

The ILO Conference started on 31 October and adjourned on 5 November, to sit again later from 5 to 14 December. The result was the approval of two draft international agreements providing for minimum conditions of employment and social insurance protection for Rhine boatmen.

The proposed agreement on working conditions requires the parties to it to assure Rhine boatmen minimum employment standards covering rest at night, hours of work in port and at loading unloading places, overtime pay, public holidays, weekly rest day, annual holidays with pay, and special allowances.

On the question of the manning scale Article six provides that crews shall be sufficient for the purposes of 'a ensuring safety of navigation; and b giving effect to the provisions of this agreement'. An annex to the draft agreement provides that with a view to giving effect to this clause a conference of government, employers' and workers' representatives from all countries concerned shall be held as soon as possible, under the auspices of the Central Commission for Rhine Navigation, in order to fix, if so required, the new minimum manning scales; and that the ILO shall be invited to take part in the conference in a consultative capacity.

The draft social security agreement would provide benefits in the event of sickness, maternity, death, invalidity, old age, employment injury and unemployment, and also establish family allowances.

The conference also approved a number of recommendations with regard to measures for the application and interpretation of the agreements, procedure for ratification, entry into force and denunciation, and period of validity and scope. These suggestions, together with the two draft agreements, were to be submitted to a session of the Governing Body of the ILO to be held on 3 January 1950. It would be the task of the Governing Body, after approving them, to pass them on to governments, and later to hold a conference of government representatives to approve them in their final form.

**WHO - ILO Joint Committee on Seafarers' Hygiene:** At its June 1949 session the Governing Body of the ILO accepted a proposal of the World Health Organization to set up a joint committee to explore problems relating to the health of seafarers. The ILO's side of this Committee was tripartite in character, with government, employers' and workers' representatives - the latter

being Messrs Omer Becu, President of the ITF, and Tom Yates, General Secretary of the *British National Union of Seamen*. The workers' representatives were chosen by the Seafarers' Group of the Joint Maritime Committee, who also chose Messrs Söre *Swedish Engineers*, De Vries *Dutch Merchant Marine Officers* and Tennant *British Navigating and Engineer Officers* as substitutes.

The Committee's first session was held in Geneva from 12 to 14 December 1949. After a general discussion on the main problems affecting the health of seafarers and the organization of medical examinations, the Committee dealt with the specific problem of tuberculosis among seamen and considered ways and means to provide for the X-ray examination of all seafarers. It was recommended that to start with all new entrants into the maritime industry should undergo such an examination. Another question considered was the treatment of venereal disease on board ships not carrying a doctor, about which there was much divergence of opinion among the experts, though there was agreement on the need for educating the seafarers by providing appropriate literature. Other questions discussed included hospitalization, isolation of infectious cases on board, provision of special diets for foreign seafarers and minimum requirements for ships' medical chests.

The workers' side received unexpected but welcome support from the representatives of the World Health Organization, who expressed their concern at the non-ratification of the Seattle conventions relating to accommodation and catering arrangements on board ship. They declared that it was their business as experts to report their findings to the next meeting of the World Health Assembly, since accommodation and catering had an important bearing on the health and welfare of seafarers.

Further investigations are to be made, and another meeting of the Joint Committee is planned for the autumn of 1950. The Committee is to consider at early future meetings 1) standards of fitness for seafarers; 2) training of personnel; 3) personal hygiene and other preventive measures; and 4) establishment of supervision and control of medical facilities in major ports.

## ECONOMIC COMMISSION FOR EUROPE

As a result of representations made to the Executive Secretary of the Economic Commission for Europe, the ITF is invited to all meetings of committees dealing with transport under the authority of the ECE, including the Inland Transport Committee and the 'working parties' it has set up. It is only occasionally, however, that social and trade union interests are touched upon at the numerous meetings of these bodies, and it is not feasible to send a representative to all of them. Mrs de Jager, however, who lives in Geneva, attended on our behalf a meeting of the Working Party on Highways on 12 July 1948, and Mr Strauss one of the Working Party on Transport Equipment on 23 and 24 September 1948.

The Assistant General Secretary attended the third full session of the Inland Transport Committee at Geneva from 25 to 30 October 1948, where he took advantage of the opportunity to raise the question of preparations for the introduction of automatic coupling. As a result the Committee has asked the International Railway Union to draw up specifications for railway wagon frames that can later be equipped with automatic coupling, and also to enquire into the economic and financial aspects of the question. Up to the end of 1949 neither the specifications nor the report were forthcoming, nor were there any further developments of this matter, but when the information is available the Committee seems disposed to consider whether wagons ordered under future programmes should be built accordingly.

The Sub-Committee for Road Transport of the Inland Transport Committee has commenced a study of the problem of transport coordination. Arising out of a written communication from the ITF it has declared that conditions of employment constitute one of the basic factors and will form an essential part of the study, which is to be undertaken with the cooperation of the ILO.

A United Nations Road Transport Conference held in Geneva from 23 August to 17 September 1949 adopted a draft convention regulating international road traffic (rules of the road, signs and signals, dimensions and technical conditions of vehicles, documents relating to vehicles and drivers, and the like). The ITF had been invited to send observers and Mr H. M. W. Westerlaken attended part of the proceedings on our behalf. His efforts to secure attention for certain motor drivers' claims with regard to the inspection of heavy vehicles and the minimum age of drivers of heavy vehicles were not very successful.

The draft of the convention had been prepared by the Road Transport Sub-Committee of the ECE, which had before it a memorandum furnished by the ITF setting out the claims made by the road transport workers in earlier years, and some of the suggestions induced the Committee's experts to draft provisions calculated to meet the workers' wishes. The sub-committee which reviewed the experts' proposals met from 25 January to 1 February 1949. The Assistant General Secretary attended the meeting and proposed several amendments, but none of them were adopted.

The Sub-Committee for Rail Transport met on 22 February 1949 for a four-day session; Mr Strauss attending on behalf of the ITF. Questions discussed which were of interest to the ITF were the standardization of rolling stock (automatic coupling); general organization (amalgamation of the several international agencies dealing with railway transport) and unification of the accounting systems of the railways. The latter two questions have a bearing upon the problem of a European Transport Authority advocated by the ITF.

## INTERNATIONAL CONFERENCE ON SAFETY OF LIFE AT SEA

This diplomatic conference was called in London by the British Government in April and May 1948 for the purpose of considering the revision of the 1929 International Convention on Safety of Life at Sea. An invitation was extended to the Joint Maritime Commission of the ILO, which appointed three employers' and three workers' representatives – the latter being Messrs H. J. Perkins *British Radio Officers' Union*, Th. Laursen *Danish Seamen's Union* and P. de Vries *Dutch Merchant Navy Officers' Union*. We had also urged affiliated seafarers' organizations to request their governments to include trade union representatives in the national delegations to the Conference, and a considerable number were so included, though not sufficient for fully effective participation in the numerous committees. We took advantage of the presence of these seafarers' representatives in London to hold a meeting of the Seafarers' Sectional Committee of the ITF, which decided among other things that representations should be made in the different maritime countries to ensure that the seafarers are adequately represented in future on the national delegations to all conferences where safety at sea and other matters affecting seafarers are to be discussed.

The result of the conference was the adoption of a new International Convention on Safety of Live at Sea which is a substantial improvement on the old one. It will come into operation one year after it has been ratified by fifteen countries, seven of which have not less than one million tons gross of shipping. So far acceptances have been deposited only by the United Kingdom, United States and France, though Sweden, Denmark, Finland, Norway and Holland are expected to ratify in the near future.

## INTERNATIONAL FISHERY COMMITTEE

An international conference which took place in Washington in January 1949 resulted in the adoption of a treaty for the conservation of the North-west Atlantic fisheries and the setting up of a permanent committee which will implement the provisions of the treaty. The us Government had invited the Seafarers' International Union of North America to appoint a delegate to the conference. Mr Patrick McHugh attended on their behalf and was suprised to find that he was the only workers' representative included in any national delegation. It appeared that no other government, not even the British or the Norwegian, had informed the trade unions concerned, still less offered them a place on their national delegation. When informed two unions entered protests with their governments, but it was too late for any further action to be taken.



## UNITED NATIONS SHIPPING CONFERENCE

The United Nations Economic and Social Council organized a shipping conference in Geneva commencing 19 February 1948, and as the ITF has consultative status with the Council we were invited to send an observer. Mr D. S. Tennant attended on our behalf and a number of affiliated organizations successfully approached their governments to secure the inclusion of trade union representatives in their national delegations. Apart from Mr Tennant, the trade union group attending was composed of Messrs Wälläri *Finnish Seamen's Union*, de Vries *Dutch Merchant Navy Officers' Union*, Sönsteby *Norwegian Seamen's Union*, Svensson *Swedish Seamen's Union* and Laursen *Danish Seamen's Union* - all belonging to the ITF.

## EUROPEAN RECOVERY PROGRAMME

At its meeting in London from 25 to 27 November 1947 the General Council of the ITF adopted a resolution welcoming the Marshall Plan (European Recovery Programme), declaring its willingness to cooperate in carrying it out, and instructing the Secretariat to call for that purpose a conference of the transport workers' unions of the countries concerned with the Plan. This was the first definite action taken in the matter by any international trade union organization.

The Conference was held in the city of Luxemburg from 6 to 9 April 1948, and was attended by fifty delegates from twenty-seven affiliated organizations in Austria, Belgium, Denmark, France, Great Britain, Holland, Luxemburg, Norway, Sweden, Switzerland and the United States, and five others from the German Railwaymen's and Transport Workers' Unions, which were not then affiliated. The Conference attracted a great deal of public attention, and observers and fraternal delegates were present from the American Federation of Labor, the Building Workers' International and the Food and Drink Workers' International, the International Labour Office, the Luxemburg Trade Union Federation, the Luxemburg Government, the Miners' International, the Civil Servants' International, the Spanish Railwaymen's and Transport Workers' Unions, the Socialist and Christian Minorities of the Italian Railwaymen's Union, the Socialist and Christian Minorities of the Italian Tramwaymen's and Road Transport Workers' Union, and United States Government Departments. The international press was also strongly represented.

The Secretariat had prepared a very extensive documentation dealing with the matters to be discussed, and after an interesting and fruitful discussion nine resolutions were adopted which are summarized below:

*'Expressing appreciation of the assistance given by the US, British and other peoples to the suffering populations of Europe and of the open-handedness*



with which the US Government had offered help under the European Recovery Programme. The resolution also expressed recognition of the active part played by the American trade union movement in furthering legislation to implement the Programme; regretted that some nations were standing aloof; pledged the cooperation of the transport workers and endorsed the Declaration of the International Trade Union Conference on the ERP held in London on 9 and 10 March 1948.

*Reaffirming belief* in the economic integration of Europe, and particularly in the organization of European transport on the lines recommended in the 1944 Report of the ITF European Transport Committee; and calling upon the European transport workers to promote these ideas.

*Repeating the demand* for a European Transport Authority first formulated by the European Transport Committee of the ITF in 1944.

*Calling for* the ratification of ILO conventions and the adoption and implementation of resolutions of the Inland Transport Committee of the ILO as a contribution to the success of the ERP.

*Demanding* international guarantees for and universal observance of freedom of association.

*Endorsing* the policy of the Seafarers' International Union of North America in safeguarding the employment position of American ships and seafarers in connection with the ERP.

*Calling for* a coordinated international shipping policy to relate world tonnage to world trade.

*Calling for* uniformity in freight rates, wages and social conditions on the inland waterways of Europe, and gradual admittance of German vessels to a share in international waterway traffic.

*Calling for* restoration to the Dutch and Belgian ports of the normal German hinterland traffic diverted by round-about routes to the German ports of Hamburg, Bremen and Emden.'

A full report of this Conference was sent out to affiliated organizations in June 1948.

The Executive Committee of the ITF met in Paris from 12 to 14 November 1948, and on the last day had a conference with Ambassador Averill Harriman, the United States Special Representative in Europe for ERP matters, together with a number of officials of the Economic Cooperation Administration and the Organization for European Economic Cooperation. Matters discussed included means for the better enlightenment of the trade unions and workers about the European Recovery Programme; closer association of the trade unions with ERP agencies, particularly the OEEC; and the sharing of ERP cargoes equally between the merchant navies of the US and other ERP countries. No decisions were come to, but it was hoped that the conference

would be useful in strengthening contacts and opening up ways for new ones. It is to be regretted that these hopes have not been fulfilled.

Following this discussion the Executive Committee decided to seek representation of the ITF on the transport committees of the Organization for European Economic Cooperation – not by direct application to the OEEC itself but by associating the ITF with the work of that body through the intermedium of the ERP Trade Union Advisory Committee.

The Secretary of the Trade Union Advisory Committee, Mr Vincent Tewson, General Secretary of the Trade Union Congress, was duly informed of this wish, and when the Committee met in Berne in January 1949 the question of the participation of the International Trade Secretariats in its work was considered, but no decision was reached. On 8 March, however, a summons went out to four International Trade Secretariats – those of the Miners, the Metal Workers, the Textile Workers and the ITF, to send representatives to an urgent meeting of the Emergency Committee of the ERPTUAC which would be held in Paris on the 12th. The Textile Workers' International was not represented at the meeting owing to the shortness of the notice, and the Miners only sent an observer, but the Metal Workers' International and the ITF were officially represented, the latter by Messrs Trifón Gómez and P. Tofahrn.

It was reported that official relations had been established between the TU Advisory Committee and the OEEC, and that negotiations about trade union representation on the various technical committees of the OEEC had produced positive results. On closer examination, however, the meeting found that these results were not what they seemed to be at first sight. It appeared that the intention was not, as at first assumed, for the TU Advisory Committee or the international trade secretariats to take part in the actual work of the organization or its technical committees, but that trade union organizations interested should have merely the right to maintain relations with the officials of the various departments of the OEEC (which, it must be remembered, is an organization of European Governments only, in which the American ERP authorities have no voice) for the purpose of stating their views and expressing their wishes to the chairman of the committees concerned. In important cases representatives of a technical committee would meet a deputation from a trade union organization. All relations were to be maintained through the intermedium of the Liaison Office of the TU Advisory Committee.

The representatives of the ITF – and the other two representatives of the ITS took the same position – pointed out that the proposals were entirely inadequate, and the Emergency Committee of the TU Advisory Committee accepted this position and promised to reopen the matter with the chiefs of the OEEC. This they later did, without result. In the meantime it was agreed that we should avail ourselves of the facilities so far offered, but these were of

such a nature that no occasion has arisen in which they could be usefully employed.

On the question of participation of the International Trade Secretariats in the work of the Trade Union Advisory Committee there was complete agreement, and they are to be invited to its plenary meetings.

## 8 Miscellaneous

### PUBLICATIONS

*The ITF Journal* has been published at two-monthly intervals in English and Swedish throughout the period under review and since January 1949 in German.

*The Press Report* has been issued fortnightly in English and Swedish and monthly in French, during 1948 and 1949, since 28 September 1948 in German and since 1 January 1949 in Spanish.

*The Report and Proceedings* of the Oslo Congress were issued in print in English, and at the end of the period under review a German edition was in preparation.

The Secretariat has also issued during the period a large number of stencilled memoranda on different subjects, proceedings of conferences, etc.

### REPRESENTATIONS

During 1948 and 1949 the ITF has been represented at the following conferences, congresses, etc., of affiliated organizations and other trade union and official bodies:

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| 1948 1-2 March | <i>French Railwaymen's Conference</i> , in Paris, by Trifón Gómez and P. Tofahrn.                               |
| 23-26 March    | <i>Congress of German Railwaymen's Unions</i> , at Frankfurt, by J.H. Oldenbroek.                               |
| 31 May         | Annual Conference of <i>British Railway Clerks' Association</i> , at Dunoon, by O. Becu.                        |
| 9 June         | Annual General Meeting of <i>British National Union of Railwaymen</i> , at Wallasey, by J.H. Oldenbroek.        |
| 12 June        | Congress of <i>Belgian Tramwaymen's Union</i> , at Ostend, by P. Tofahrn.                                       |
| 12-14 June     | Centenary celebration of <i>Swedish Engineer Officers' Union</i> , in Stockholm, by J.H. Oldenbroek.            |
| 21 June        | Congress of <i>Finnish Seamen's Union</i> , at Helsinki, by J.H. Oldenbroek.                                    |
| 21-22 June     | Conference of <i>International Mercantile Marine Officers' Association</i> , at Stockholm, by S. Christiansson. |
| 23-25 June     | Congress of <i>International Federation of Building</i>   |

- and Wood Workers*, at Clacton-on-Sea, by P. Tofahrn.
- 28-29 June Congress of *Scandinavian Transport Workers' Federation*, at Malmö, by J. H. Oldenbroek.
- 28 June Congress of *Dutch Transport Workers' Union*, at Rotterdam, by O. Becu.
- 14-15 September Meeting of WFTU with Consultative Committee of the *International Trade Secretariats*, in Paris, by J. H. Oldenbroek.
- 16 September Conference of *International Trade Secretariats* with WFTU, in Paris, by O. Becu and J. H. Oldenbroek.
- 20 September Conference of *International Federation of Air Line Pilots' Associations*, in Paris, by F. Strauss.
- 22-25 September Railway Sub-Committee of *Inland Transport Committee* of the ECA, in Geneva, by F. Strauss.
- 25-31 October *Inland Transport Committee* of the ECE, in Geneva by P. Tofahrn.
- 27 November Conference of the *Railwaymen's Unions of Belgium, France and Luxemburg*, at Luxemburg, by P. Tofahrn.
- 1949 8-10 March Conference of *International Trade Secretariats*, at Bournemouth, by O. Becu and J. H. Oldenbroek.
- 24-25 March Meeting of *Railway Labor Executives Association*, in Washington, by J. H. Oldenbroek.
- 29 March-1 April Convention of *Seafarers' International Union of America*, in Baltimore, by J. H. Oldenbroek.
- 5 April Meeting of *American Federation of Labor Maritime Trades Department*, in New York, by J. H. Oldenbroek.
- 4-7 April Conference of *International Federation of Air Line Pilots' Associations*, in Dublin, by D. S. Tennant.
- 18-27 May *ILO Inland Transport Committee*, in Brussels, by J. H. Oldenbroek and P. Tofahrn.
- 12-18 June Congress of *Swedish Railwaymen's Union*, in Stockholm, by C. Lindley and P. Tofahrn.
- 17-18 June Conference of *French Federation of Employees of Air Transport Undertakings and Transport Departments of Ministry of Public Workers*, in Paris, by F. Strauss.

- June International Labour Conference, at Geneva, by J. H. Oldenbroek.
- 18-19 July Congress of *Scandinavian Transport Workers' Federation*, at Helsinki, by S. Christiansson.
- 23 August-17 September *United Nations Road Transport Conference*, at Geneva, by H. M. W. Westerlaken.
- 25-30 September Congress of *Norwegian Transport Workers' Union*, at Oslo, by P. Tofahrn.
- 10-13 October Conference of *International Federation of Air Pilots' Associations*, at Copenhagen, by A. Soere.
- 23-26 October Jubilee Congress of *Danish Railwaymen's Union*, at Copenhagen, by J. Baty.
- 31 October-5 November *ILO Rhine Shipping Conference*, at Geneva, by J. H. Oldenbroek.
- 8-9 November Joint Conference of *International Trade Secretariats*, in Paris, by O. Becu, Trifón Gómez and J. H. Oldenbroek.
- 28 November-9 December *Free World Trade Union Conference* and Congress of *International Confederation of Free Trade Unions*, in London, by O. Becu and J. H. Oldenbroek.