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**INTERNATIONAL
TRANSPORT WORKERS' FEDERATION**

**23rd CONGRESS
LONDON, 16-24 JULY 1954**

**REPORT ON
ACTIVITIES
FOR THE YEARS 1952 and 1953**



**INTERNATIONAL TRANSPORT WORKERS' FEDERATION,
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Introduction

Once again we present our two-yearly report on the activities of the I.T.F. In accordance with our custom, we preface it with a very brief survey of the international situation as it affects the I.T.F.

The membership of the I.T.F. at the beginning of the period under review, January 1952, was 4,594,896 (6*), at the end of it, December 1953, it was 4,715,315. During that period the number of affiliated unions rose from 145 to 151, the number of affiliated countries remained stationary at 49.

These figures show that during these past two years, which have not been easy ones, the I.T.F. has been well able to maintain its position as far as numbers are concerned. We think that this report which we are laying before the London Congress also testifies that, during that period, the I.T.F. has succeeded in maintaining its record of useful service on behalf of its affiliated unions and their members.

It is true that there are still millions of transport workers, organized and unorganized, outside the I.T.F. These, however, are largely in regions which are at present either politically inaccessible to the I.T.F. or economically and socially insufficiently developed, so that new affiliations cannot be won here by the ordinary methods.

As far as the rest of the world is concerned, countries with well developed trade union movements and well established democratic political regimes, the I.T.F. is very firmly entrenched. Nevertheless there still are even here a number of unions and countries eligible for affiliation, notably in the Americas and Australasia, on which work remains to be done. As appears from the relevant chapters of this report, the matter is receiving attention. We are hopeful that when we present our next biennial report we shall be in a position to claim an increase of strength in the countries in question.

The fact that the I.T.F. has succeeded in maintaining its forward impetus is a reflection of the thoroughly sound condition of the affiliated unions which constitute what may be termed the backbone of the I.T.F. These are the unions of railwaymen, road transport workers, boatmen, port workers, seafarers, fishermen, and civil aviation personnel, in the countries where free trade unionism has become an integral part of the social structure. From the statistical tables given in this report it will be seen that these unions have either maintained their memberships at substantially the same figures or improved on them. Owing to the high degree of organization which had already been reached in many cases, this is an achievement on which we may heartily congratulate them. It would not have been possible if they had not been successful in securing and preserving for their people fair and satisfactory standards of life and generally performing the function for which they exist.

* Corrected figure.

An interesting feature of the recent past is that the economic recovery which was witnessed following the end of the last war has so far not been seriously interrupted. This is in marked contrast with what happened after the first world war, when economic expansion was followed by a series of deep economic depressions, bringing in their train all the troubles and difficulties which culminated in World War II.

These past nine years have not been without warning symptoms of economic recession. So far, however, equilibrium has been maintained, and the latest reports from the economic front are moderately optimistic again. There is therefore reason to say that the control of economic forces seems to be one lesson which has been learned. We believe that the trade unions have played, and must continue to play, a vital part in this regulatory function.

Reverting to the I.T.F. itself, the main story of its activities is told in the chapters which deal with the different sections of which it is composed. Each of these sections, within the general framework of the I.T.F. and the general policy adopted by its governing bodies—the Congress, the Executive Committee and the General Council—lead an independent life, electing their own officers and committees, framing their own policies and programmes.

The reports of the various sections show how keen this life is. They testify that within the I.T.F. there is a place and a task for every bona fide trade union connected with the transport industry, wherever it be situated geographically and whatever branch of transport, by land, sea or air, or grade of personnel, operative, administrative, clerical or supervisory, it may be interested in.

We have referred to the regions, economically and socially less advanced, where there are still very large potential memberships for the I.T.F., and to the fact that we cannot expect to bring them into its fold without special efforts. In world affairs the point has been reached where such regions cannot be left to their own rate of development. They are being penetrated by forces from without, and they will be drawn into the orbit of those who exert the strongest pull upon them.

In recognition of this, the I.T.F. has adopted a regional policy which has been actively pursued during the past two years. The shape of this policy varies according to the region. In some cases we have set up regional offices of the I.T.F. with the task of disseminating information and giving guidance: elsewhere we have given moral and financial support, or even sent out missions, with the view of helping to start up trade unions of transport workers or strengthening and developing existing ones.

Generally speaking, the objective is to build up a network of sub-secretariats of the I.T.F. in different parts of the world, such as Latin America, Asia, Africa, etc., or even sub-divisions of these regions. These would function, on the one hand, as centres for activities of a regional character; on the other hand they would permit of the integration of I.T.F. activities on a world scale.

Our report shows that some progress has been made with the programme. But it is a department of activities which the I.T.F. cannot undertake alone. That is to say, whilst holding that there is a special task for transport workers to be done in every region, we recognize that everything cannot be done at once and also that there are many points of contact with other industries and with the other organizations which cater for them.

Hence the I.T.F.'s policy is one of the closest possible co-operation with those other organizations: First among them is the I.C.F.T.U., which is also very active in this field. Then there are the different international trade secretariats, which perform for other industries the function the I.T.F. performs for transport. Some of these have insufficient resources to engage independently in regional work, but collectively they can make a very valuable contribution. How we envisage the combination and co-ordination of efforts is a subject for future discussion.

Another particularly important department of I.T.F. activities are our relations with the International Labour Organization. Various chapters of our report show how largely we depend upon this great organization for the realization of I.T.F. objectives. We have pleasure in recording that during the past two years considerable progress has been made with the matters which have been laid before the I.L.O. by the different sections of the I.T.F. The seafarers and the dockers, and also the fishermen and civil aviation personnel, have particular reason to be well satisfied with the attention which is being given to their interests, while also in respect of the other sections of transport workers the I.L.O. is doing what can be reasonably expected in the existing circumstances.

If the I.L.O. cannot do more it is because there are forces at work which constantly seek to restrict its functions. Unfortunately, these forces are in the ascendancy for the time being, so that we must be satisfied to maintain the status quo. We feel, however, that lack of vision rather than bad faith is responsible for the present tendency to weaken the I.L.O. We can only hope that a better understanding of the value of the I.L.O., as an instrument of social justice and world peace, will prevail, and that in the years ahead it will be possible to expand its activities and equip it with the new kind of specialized machinery it needs for dealing with the growing number of urgent problems referred to it.

In a report about an industrial organization like the I.T.F. we should not have to talk about political matters. But there are political ideologies in the world today whose avowed objective is either to smash free trade union movements or to use them for their own ends. Consequently the I.T.F. finds itself involved in the struggle against such ideologies, both where they are at work on a small scale to disrupt free trade unions from within and on the grand scale to overthrow the democratic regimes of whole countries.

One of the counter-measures taken by the I.T.F. in this connection has been the creation of an International Vigilance Committee, with a network of regional vigilance committees at key points. The latter are joint trade union committees, representative of the maritime, waterfront

and other branches of the transport industry, according to the requirements of the immediate situation to be dealt with. They function under the direction of the International Committee. In the nature of the case their activities are not suitable for public discussion, but they are ready to move into action whenever there are signs of mischief afoot.

The I.T.F. is particularly mindful of the brave men and women who carry on the fight for freedom amidst grave dangers and hardships in countries with totalitarian dictatorships. We remember with admiration and gratitude those who took part in the uprisings in Eastern Berlin, and all those who keep alive the spirit of resistance and free trade unionism in less spectacular but equally dangerous circumstances. Only those who are exposed to these risks can decide what action shall be taken and the time and place for it. Their comrades in the more fortunate countries are with them in spirit, ever ready to play their part and to give them such succour and support as they can.

Inevitably the I.T.F. and its unions are caught up in the mood of anxiety caused by the wars and threats of wars which overshadow the world today. The latest weapons devised by scientists have such destructive power—and who knows what worse horrors are still in store?—that a war waged by such means is too fearful to contemplate. Yet the world seems to be following a course that must almost inevitably lead to catastrophe. In such a situation we can think of only one escape: an all-round acceptance of progressive disarmament and withdrawal of forces, both military and political, from the areas of intervention, coupled with a system of international control of the manufacture of war material.

Unfortunately no assurance can be given that such a policy will certainly prevent war, but at least it would permit of a scaling down of armaments expenditure and a stepping up of living standards, with a corresponding reduction of some of the contributory causes of war. That it may not be too late for a policy of this kind is the note on which we would end these introductory remarks to the biennial report of the I.T.F.

London, May 1954.

O. BECU.

I.

Governing Bodies, Administration and Internal Organization

THE CONGRESS

The successful Congress held at Stockholm from 16 to 23 July 1952 was attended by the record number of 195 delegates and 54 observers, representing 3,145,116 members belonging to 73 affiliated organizations in 22 countries. Fraternal delegates were present from the International Confederation of Free Trade Unions, the International Federation of Air Line Pilots' Associations and the Scandinavian Transport Workers' Federation; and observers from the U.S. Embassy in London, the Mutual Security Agency, the International Labour Office, the International Railway Congress Association, and the British Embassy in Stockholm. Following an established custom, a number of veterans of our movement—F. P. A. Landskroon (Holland), K. Maxamin (Poland), and A. Borgsted, S. Christiansson, A. Forslund, F. W. Franzén, Charles Lindley, A. Löfgren and D. Sandberg from Sweden—were present as guests of the I.T.F. Leave was taken at the Congress of our old friends G. Joustra (Holland) and K. Weigl (Austria), members of the General Council—the former also a member of the Executive Committee—and G. B. Thorneycroft of the Management Committee.

One of the main tasks before the Congress was consideration of a revised Constitution put forward by the Executive Committee on instructions from the Stuttgart Congress. Subject to a few amendments put forward in the course of a prolonged discussion it was finally adopted by 121 votes to one. The Congress also decided to increase affiliation fees by 10 per cent, to meet steadily increasing efforts.

Another decision affecting contributions by affiliated organizations was to continue indefinitely the special contribution of £1 a year per thousand members (one half for the I.C.F.T.U.) for developing regional work in different parts of the world, which was decided by the General Council at its meeting in Marseilles in 1951. It was further decided that the appeal for contributions from railwaymen's unions for supporting free trade unions in difficulties, also decided upon by the last General Council meeting, should be made to affiliated unions in other transport industries as well, and should also be used to help organizations in other transport industries.

The following resolutions were adopted by the Congress:

RESOLUTION ON THE COUNTRIES BEHIND THE IRON CURTAIN—pledging the fullest moral and material support to those who are fighting for freedom in the countries concerned.

RESOLUTION ON TRANSPORT IN WAR AND PEACE—emphasizing the duty of every community to defend itself at all costs against the danger of enslavement; recognizing that so long as dictatorial regimes endanger world peace the transport industries must be fitted for the task of contributing to the defence of freedom; and urging all bodies belonging to the international trade union movement to support fighters for freedom everywhere and to continue to work for social justice through the appropriate institutions of the United Nations.

RESOLUTION ON EUROPEAN TRANSPORT—pointing out that plans under consideration by official national and international bodies, for setting up a new European transport agency, were a vindication of I.T.F. policy; and declaring that it was incumbent upon the I.T.F. and its affiliated organizations to continue to lend their full support to any endeavour to further the idea and to find ways and means of translating it into practice.

RESOLUTION ON ACTION FOR A EUROPEAN TRANSPORT POLICY—asking the Executive Committee to consider the appointment of an I.T.F. European Transport Committee to draft a programme as a guide to the I.T.F. Secretariat and affiliated organizations in matters of policy affecting European transport.

RESOLUTION ON TRADE UNION FREEDOM IN ARGENTINA—reaffirming the Stuttgart Congress condemnation of dictatorship; urging the Argentine workers to continue the struggle for the restoration of democratic principles and for the independence of their trade unions; and promising them the help of the I.T.F. in attaining these aims.

RESOLUTION ON LABOUR LEGISLATION IN JAPAN—criticizing plans of the Japanese Government to restrict the rights of the trade unions; urging that Government to implement and apply I.L.O. Conventions and Recommendations relating to freedom of association and collective bargaining, and to maintain and safeguard the right of peaceful demonstration and the right to strike; and promising affiliated Japanese transport workers' unions the support of the I.T.F. in their endeavours to develop and maintain social legislation worthy of a State in which democracy and social justice prevail.

RESOLUTION ON CONDITIONS OF SERVICE OF ELECTRIC LOCOMOTIVE STAFF—affirming the equivalence of qualifications and effort required of locomotive staff under steam and electric traction, and declaring that in no case may a difference be made in the rates of pay and conditions of service as between the two forms of traction.

RESOLUTION ON THE GREEK RAILWAYMEN'S RIGHT TO STRIKE—protesting against the inclusion in the new Greek Constitution of a clause depriving the railwaymen of the right to strike.

RESOLUTION ON THE EIGHT-HOUR DAY ON THE GREEK RAILWAYS—protesting against the Greek Government's delay in carrying into effect a Decree applying the eight-hour day to the railways, and instructing the Secretariat of the I.T.F. to continue to make representations until the matter is satisfactorily settled.

RESOLUTION ON THE APPLICATION OF INTERNATIONAL CONVENTION No. 98 IN THE SAAR—drawing attention to the fact that the Government of the Saar Territory was withholding from the railwaymen the right of collective bargaining laid down in I.L.O. Convention No. 98, and had not replied to two communications on the matter from the I.T.F.; and urging that Government to apply the Convention.

RESOLUTION ON PORT INSPECTION SERVICES—urging on governments, in the interests of safety, the introduction of a specialized labour inspection service in the major ports and a system coordinated with the general factory inspection service in the smaller ones; inviting affiliated dockers' unions to try to secure improvement in dock safety regulations and inspection services; and instructing the Secretariat of the I.T.F. to collect and circulate to affiliated unions information about port inspection practice in different countries.

RESOLUTION ON INTERNATIONAL SHIPPING POLICY—criticizing the delay in signing and implementing the United Nations Convention providing for the establishment of the Inter-Governmental Maritime Consultative Organization as an international regulatory agency for the shipping industry.

RESOLUTION ON THE ORGANIZATION OF CREWS OF SWISS-FLAG SHIPS—inviting the Swiss Transport Workers' Union to take steps to establish a trade union for seafarers on Swiss Ships.

RESOLUTION ON THE INTERNATIONAL REGULATION OF FISHERMEN'S CONDITIONS—asking the I.L.O. to set up without further delay the International Committee of Fishery Experts, and governments to reply promptly to enquiries addressed to them by the I.L.O., so that the question of an International Convention on fishermen's conditions of employment may be discussed by an International Labour Conference at an early date.

RESOLUTION ON LIMITS TO TERRITORIAL WATERS—instructing the Secretariat of the I.T.F. to take up with the appropriate international agency the adoption of an International Convention defining the limits of territorial waters, and urging that in the meantime those consecrated by tradition and custom should continue to be observed.

RESOLUTION ON ILLEGAL SEIZURES OF FISHING BOATS—appealing to the United Nations Organization, governments, etc., to take immediate and strong action to prevent Communist attacks on fishing boats, and authorizing the Executive Committee of the I.T.F. to take all possible measures to ensure that fishermen may be enabled to pursue their calling in safety.

RESOLUTION ON RECOGNITION OF THE LEAGUE OF MEXICAN AIR LINE PILOTS—endorsing the action of the General Secretary of the I.T.F. in urging the Mexican Supreme Court to grant legal status to the League of Mexican Air Line Pilots; appealing to the Mexican Supreme Court and Government to induce the Mexican Aviation Company to recognize the League; promising the latter all possible support; and instructing the Secretariat of the I.T.F. to communicate the resolution to the Mexican Government and Supreme Court.

RESOLUTION ON THE SHOOTING DOWN OF CIVIL AIRCRAFT—protesting against air attacks on commercial planes and calling upon governments to take steps to prevent the repetition of such incidents.

Apart from those of the resolutions above mentioned that originated in the conferences of the different Sections, the following decisions should be mentioned:

That the Secretariat should enquire into the possibility of a mutual trade union transfer scheme to cover seafarers serving for longer or shorter periods under foreign flags (Seafarers' Section).

That the Dockers' and Seafarers' Sections should join forces in the campaign against sub-standard ships.

That the policy of applying the British wages scale plus a percentage to Panamanian and suchlike ships should be dropped in favour of a Seafarers' International Welfare Fund to which shipowners should be required to contribute as compensation for the absence of social security provisions (Seafarers' Section).

That the Executive Committee be asked to include the question of the coordination of transport in the agenda for the 1954 Congress of the I.T.F. (Railwaymen's Section).

That, in response to a proposal of the Japanese Railwaymen's Union, an enquiry be undertaken into penal and disciplinary procedures followed in industrial countries in cases of traffic accidents.

The arrangements for the Congress made by our Swedish friends were admirable in every way, and hearty thanks are due to their Organizing Committee. The excursion to Drottningholm, the banquet in Stockholm's magnificent Town Hall, and the hospitality for which the Swedes are so renowned, will be among the pleasant memories which delegates will have carried away with them.

GENERAL COUNCIL

The following was the composition of the General Council at the beginning of 1952:

(Note—Names of members underlined. Where no member or substitute is indicated the groups concerned have not made use of their right to nominate one. Letters in brackets indicate the classes of workers organised by the unions to which the member belongs or the particular class he represents, i.e.: R—Railwaymen; T—Transport Workers generally; S—Seafarers; D—Dockers; CA—Civil Aviation; RT—Road Transport workers.)

Austria, Switzerland and Saar	<u>K. Weigl</u> (T), Austria; <u>A. Thaler</u> (R), Austria. <u>R. Bratschi</u> (R), Switzerland. <u>H. Leuenberger</u> (T), Switzerland. <u>E. Welter</u> (R), Saar; <u>V. Uebeleis</u> (R), Austria.
Belgium, Holland and Luxembourg	<u>R. Dekeyzer</u> (T), Belgium; <u>G. Devaux</u> (R), Belgium. <u>G. Joustra</u> (R), Holland; <u>P. de Vries</u> (S), Holland. <u>M. Leick</u> (R), Luxembourg; <u>J. Remackel</u> (R), Luxembourg.
France	<u>P. Ferri-Pisani</u> (S); <u>A. Lafond</u> (R).
Italy	<u>U. Romagnoli</u> (S); <u>E. Pellegrino</u> (R).
Greece	<u>C. Charissiadès</u> (R); <u>P. Kalapothakis</u> (S).
Great Britain	<u>J. B. Figgins</u> (R). <u>A. Deakin</u> (T). <u>T. Yates</u> (S). <u>J. Baty</u> (R).
Germany	<u>A. Kummernuss</u> (T); <u>J. Hatje</u> (R). <u>H. Jahn</u> (R); <u>F. Schreiber</u> (R). <u>K. Klus</u> (R); <u>G. Huber</u> (T). <u>A. Dienst</u> (T); <u>H. Hildebrand</u> (S).
Sweden	<u>H. Blomgren</u> (R); <u>R. Helgesson</u> (T).
Denmark, Eire, Finland, Iceland and Norway ...	<u>E. Borg</u> (T), Denmark; <u>L. Olsen</u> (T), Norway. <u>I. Haugen</u> (S), Norway; <u>T. Laursen</u> (S), Denmark. <u>G. Widing</u> (R), Finland; <u>J. K. F. Jensen</u> (R), Denmark.

Spain	<u>Trifón Gómez</u> (R); A. Pérez (R).
Japan	<u>T. Nishimaki</u> (S); E. Kato (R).
Pakistan, Ceylon, Hong Kong and Singapore ...	<u>Faiz Ahmed</u> (T).
United States	<u>A. E. Lyon</u> (R). <u>H. Lundeberg</u> (S). <u>J. P. Ryan</u> (D). <u>D. L. Behncke</u> (CA).
Near and Middle East ...	<u>M. I. Zein el Din</u> (RT).
Canada, Latin America, India, Australia and New Zealand	None appointed.
I.T.F. Secretariat	<u>O. Becu and P. Tofahrn</u> .

The following were the members of the General Council chosen by the Stockholm Congress, or appointed since (indications as above):

Austria, Switzerland, Saar	<u>A. Thaler</u> (R), Austria; L. Brosch (T), Austria. <u>R. Bratschi</u> (R), Switzerland; W. Brunner (T), Switzerland. <u>E. Welter</u> (R), Saar; R. Freund (R), Austria.
Belgium, Holland and Luxembourg	<u>H. J. Kanne</u> (R), Holland. <u>J. Leurs</u> (R), Luxembourg. <u>R. Dekeyzer</u> (T), Belgium.
France	<u>P. Ferri-Pisani</u> (S); F. Laurent (R).
Italy, Trieste	<u>P. Fiorini</u> (R); E. Pellegrino (R).
Greece, Israel and Lebanon	<u>M. Petroulis</u> (S); A. Thiopoulos (D). Both Greek.
Great Britain	<u>A. Deakin</u> (T). <u>T. Yates</u> (S). <u>J. Baty</u> (R). <u>F. Knowles</u> (T).
Germany	<u>H. Jahn</u> (R); C. Kamp (R). <u>K. Klus</u> (R); F. Schreiber (R). <u>A. Kummernuss</u> (T); G. Huber (T); <u>H. Hildebrand</u> (S); J. Steldinger (RT).

Sweden	...	...	...	<u>H. Blomgren</u> (R); R. Helgesson (T).
Denmark, Norway, Finland, Iceland, Estonia and Eire				<u>I. Haugen</u> (S), Norway; T. Laursen (S), Denmark. <u>E. Borg</u> (T), Denmark; L. S. Olsen (T), Norway. <u>G. Widing</u> (R), Finland; J. K. F. Jensen, (R), Denmark.
Spain	...	...	...	<u>Trifón Gómez</u> (R); A. Pérez (R).
Japan	...	...	...	<u>T. Nishimaki</u> (S); A. Iwai (R).
Pakistan; India - Ceylon - Kenya; Latin America; Australia - New Zealand				None appointed.
United States	...	...	...	<u>A. E. Lyon</u> (R). <u>H. Lundeberg</u> (S). <u>J. P. Ryan</u> (D). <u>C. Sayen</u> (CA).
Canada	...	...	...	<u>F. H. Hall</u> (R).
I.T.F. Secretariat	...	...	...	<u>O. Becu and P. Tofahrn</u> .

During the period covered by this report the General Council met twice. The first occasion was immediately following the Congress, for the sole purpose of electing a President and Vice-President. Mr. Robert Bratschi was chosen as President and Mr. Arthur Deakin as Vice-President.

The second meeting was in Copenhagen on 1 and 2 July 1953.

EXECUTIVE COMMITTEE

At the *beginning* of 1952 the Executive Committee consisted of:

- R. Bratschi (Swiss Railwaymen), *President*
- G. Joustra (Dutch Railwaymen)
- P. Ferri-Pisani (French Seafarers)
- A. Deakin (British Transport Workers)
- H. Jahn (German Railwaymen)
- I. Haugen (Norwegian Seafarers)
- T. Gómez (Spanish Railwaymen)
- A. E. Lyon (U.S. Railwaymen)
- O. Becu (Belgian Transport Workers), *General Secretary*.

When we claimed our balance after the war the Bank denied liability, so we took the case to court. We won our case, but the Bank appealed, and the Appeal Court reversed the decision. We then carried the case to the Supreme Court, which in May 1953 quashed the verdict of the Appeal Court on a legal point, and returned the case to the latter to decide on the substance of our claim.

Negotiations followed, and on 5 November 1953 our solicitor in Amsterdam wrote that the Bank was prepared to refund one half of the balance held in May 1940; each party to bear its own costs. He advised acceptance, and the meeting of our Management Committee held on 20 November 1953 decided accordingly.

INTERNATIONAL SOLIDARITY STAMPS

At its meeting in July 1953 our General Council decided to introduce international solidarity stamps, to be sold by affiliated organizations for the purpose of raising a fund for assisting the weaker trade unions, setting up new ones in undeveloped countries, etc. A circular on the subject was sent out to affiliated organizations on 7 August. They were asked for a minimum contribution of £1 per thousand members per year, and to arrange to sell the stamps to members or, failing that, to contribute an additional £1 per thousand members per year.

The following is a list of organizations that have, up to the end of 1953, declared themselves ready to sell the stamps:

Organization	Quantity
Finnish Dockers' Union	1,000
Finnish Seamen's Union	3,000
Finnish Motor Drivers' Union	1,000
Dutch Civil Aviation Ground Staffs' Union	3,000
Japanese Seamen's Union	80,000
French Railwaymen's Federation	30,000

Most organizations that have replied have preferred to pay an additional cash contribution. A list of these will be found in the Financial Report.

THE SECRETARIAT

It will be generally known that at the Congress of the I.C.F.T.U. held at the beginning of July 1953, our General Secretary, Mr. Omer Becu, was unanimously elected as President of that body. He only accepted nomination at the urgent request of the delegations of the British Trades Union Congress, the American Federation of Labor, the American Congress of Industrial Organizations, the United Mine Workers of America, and the two Canadian national trade union centres, and after consulting four members of the Executive Committee of the I.T.F. and representatives of the German Transport Workers' Union, the Swiss Transport Workers' Union and the Austrian Railwaymen's Union, who were present at the Congress.

He has avoided taking on more additional work in connection with his new post than was absolutely necessary, and has declined many invitations to meetings, but at its meeting of 18 September the Management Committee authorized him to consider the appointment of a private secretary.

There has been an unusually large number of changes in the personnel of the Secretariat during 1952 and 1953. Additions have been Mr. L. White, who entered our service in October 1952 as officer in charge of the Special Seafarers' Section for crews of vessels sailing under false flags; Mrs. D. Gibson, a former employee of the I.T.F., who returned a month later as shorthand-typist for the same Section; Mr. C. Godfrey, who joined the staff in February 1953, with special responsibility for the work of the Civil Aviation Section; Mr. E. Downing, who joined the Research and Publications Department in August 1952; and Mrs. E. Pemberton, who joined the staff as book-keeper in May 1953. In addition Mr. L. Vincent, Swedish translator, left our service in March 1952 and was replaced by Mr. I. Dahlbom; Mr. A. Spirig, German translator, left in September 1953 and was replaced in December by Mr. G. Berger; Miss A. Nebout, French shorthand-typist, left in December 1952 and was replaced in January 1953 by Miss R. Sohler; and Mr. E. Thomas took, in April 1953, the place as general clerk of Miss J. Bates, who had retired, shortly after marriage, early in 1952. Mr. Alan Cairns, junior clerk, did not return to our service on completing his military service.

We give below a list of the staff of the Secretariat as at the end of 1953.

General Secretary:

O. L. Becu.

Assistant General Secretary:

P. Tofahrn.

Officer in Charge of Special Section:

L. White.

Research and Publication Staff:

M. Zwalf (chief research officer).

K. A. Golding.

Miss M. Anderson.

E. Downing.

Translators, Interpreters, etc.,

Miss T. Asser (French and cashier).

G. Berger (German).

G. R. Clutterbuck (English).

I. Dahlbom (Swedish).

C. Godfrey (English).

L. Martinez (Spanish).

J. L. Merlé (French).

R. Santley (English).

General Administration:

V. Klatil (senior clerk).
E. Thomas.
Mrs. E. Pemberton.
Mrs. E. Seurre.
Mrs. G. Eady.

Shorthand-typists:

Mrs. L. Kant.
Miss I. Elmberg.
Miss A. Fank.
Miss R. Sohler.
Miss T. Osborne.
Mrs. D. Gibson.
A. Soto.

Salaries.

Salaries of all members of the staff, including the Secretaries, were increased, as from 1st January 1953, by five per cent, plus a flat rate cost-of-living allowance of eleven shillings a week.

REPRESENTATIONS

During the two years the I.T.F. was represented at the following congresses, conferences etc., by the persons indicated:

1952

- | | |
|-------------------------|---|
| 29 January - 8 February | Conference of United Nations Economic Commission for Asia, Rangoon—J. Soares. |
| 18 - 22 February | ... Congress of German Transport Workers' Union, Hamburg—O. Becu. |
| 15 - 19 March | ... Congress of International Federation of Air Line Pilots' Associations, Sydney, N.S.W.—L. T. McGowan. |
| 1 - 5 April | ... Meeting of Economic Commission for Europe, Working Party on Development of Road Transport, Geneva—P. Tofahrn. |
| 22 - 26 April | ... Economic Commission for Europe, Working Party on Co-ordination of Transport, Geneva—M. Zwalf. |
| 28 April - 1 May | ... Congress of Hind Mazdoor Sabha (Indian Federation of Trade Unions), Bombay—J. Soares. |
| 2 - 5 May | ... Congress of Luxembourg Railwaymen's Union, Luxembourg—P. Tofahrn. |
| 14 - 16 May | ... Meeting of I.L.O. Joint Maritime Commission, Geneva—O. Becu. |

- 15 - 19 May Congress of Belgian Railwaymen's Union, Brussels—P. Tofahrn.
- 23 - 25 May Congress of Belgian Transport Workers' Union, Antwerp—O. Becu.
- 26 - 31 May Economic Commission for Europe, Working Party on Development of Road Transport, Geneva—P. Tofahrn.
- 27 - 29 May Congress of Swiss Railwaymen's Union, Basle—P. Tofahrn.
- 19 - 21 June Congress of Dutch Transport Workers' Union, Utrecht—O. Becu.
- 23 - 28 June Economic Commission for Europe, Working Party on Co-ordination of Transport, Geneva—M. Zwalf.
- 26 - 27 June Meeting of Executive Board of I.C.F.T.U., Berlin—O. Becu.
- 28 June Meeting of International Trade Secretariats, Berlin—O. Becu.
- 30 June I.C.F.T.U. Conference on Regional Problems, Berlin—O. Becu.
- 1 - 5 July Meeting of General Council of I.C.F.T.U., Berlin—H. Jahn and O. Becu.
- 11 - 16 August Congress of Norwegian Marine Engineers' Union, Oslo—I. Haugen.
- 12 August I.C.F.T.U. Conference on T.U. Education in France, Paris—T. Gómez and O. Becu.
- 7 - 9 September Congress of Belgian Federation of Employees in Public Services, Ghent—R. Dekeyzer.
- 6 October Meeting of Liaison Committee of I.C.F.T.U., Brussels—O. Becu.
- 16 - 17 October Conference of Navigators' and Engineer Officers' Union, London—O. Becu.
- 21 October - 14 November Visit to Egypt, India and Pakistan—O. Becu.
- 20 November Jubilee Gathering of Norwegian Railwaymen's Union, Oslo—P. Tofahrn.
- 12 - 17 December Latin American Regional Conference of I.C.F.T.U., Rio de Janeiro—T. Gómez and O. Becu.

1953

- 3 - 4 February ... Meeting of Liaison Committee of I.C.F.T.U., Brussels—O. Becu.
- 2 - 4 March ... Economic Commission for Europe, Working Party on Co-ordination of Transport, Geneva—M. Zwalf.
- 9 - 12 March ... Meeting of Emergency Committee of I.C.F.T.U., Brussels—O. Becu.
- 26 March ... O.E.E.C. Conference on European Transport, Paris—P. Tofahrn.
- 25 April ... Meeting of Dutch Ships' Officers' Union, Amsterdam—O. Becu.
- 5 - 6 May ... Meeting I.C.F.T.U. on Industrial Committees of I.L.O., Brussels—P. Tofahrn.
- 11 May ... Conference of Transport Salaried Staffs Association, Folkestone—P. Tofahrn.
- 14 - 17 May ... Congress of Finnish Railwaymen's Union, Helsinki—P. Tofahrn.
- 19 - 21 May ... Congress of Danish Locomotivemen's Union, Copenhagen—P. Tofahrn.
- 25 May ... Anniversary Celebration of Dutch Transport Workers' Union, Zeist—O. Becu.
- 13 June ... Conference of Confederation of Dutch Transport Workers' Unions, Amsterdam—M. Zwalf.
- 3 July ... Meeting of International Trade Secretariats, Stockholm—I. Haugen, A. E. Lyon and O. Becu.
- 4 - 11 July ... Congress of I.C.F.T.U., Stockholm—I. Haugen, A. E. Lyon and O. Becu.
- 12 - 13 July ... Annual Meeting of National Union of Railwaymen, Paignton—O. Becu.
- 1 - 7 August ... Congress of Swedish Railwaymen's Union, Stockholm—W. J. P. Webber.
- 6 - 11 August ... Lecturing at Youth Camp and Summer School of German Transport Workers' Union—P. Tofahrn.
- 14 August ... Visit to French Railwaymen's Union in connection with strike—O. Becu.

- 13 - 25 September ... Congress of Danish General Workers' Union, Copenhagen—I. Haugen.
- 20 - 25 September ... Congress of German Railwaymen's Union, Hamburg—P. Tofahrn.
- 20 - 25 September ... Congress of Norwegian Transport Workers' Union, Oslo—I. Haugen.
- 27 - 28 September ... Inaugural Conference of Pakistan Seafarers' Federation, Karachi—O. Becu.
- 27 - 29 September ... Asian Regional Conference of I.C.F.T.U., Tokyo—D. S. Tennant.
- 1 - 3 October ... Congress of Austrian Railwaymen's Union, Vienna—P. Tofahrn.
- 5 - 15 October ... Asian Maritime Conference of I.L.O., Ceylon—A. Tudehope and O. Becu.
- 21 - 22 October ... Economic Commission for Europe, Working Party on Co-ordination of Transport, Paris—P. Tofahrn.
- 23 October ... Anniversary Celebration of Norwegian Locomotivemen's Union, Oslo—I. Haugen.
- 8 - 15 December ... Economic Commission for Europe, Road Transport Sub-Committee, Geneva—P. Tofahrn.

II. Membership

Membership of the I.T.F. at the end of the 1952/3 period covered by this report shows little change from that at the end of the 1951/2 period. The book total, as far as can be ascertained at the moment when this report is being written, is 4,715,315, belonging to 151 organizations in 49 countries.

In the case of 22 of the organizations which appear on the list below no membership is given, either because regular contact with them has been temporarily (we hope and believe) lost, or because political or other considerations preclude them from belonging officially to the I.T.F. Their membership has been omitted from the total given above.

Affiliations during the period—a list of which is given below—brought us 137,720 new members, but on the other hand—and this is very unusual in the I.T.F.—5 organizations, with 114,796 members, have voluntarily withdrawn from membership. Particulars of the circumstances are given below, and, as indicated, there is reason to hope that they are only of a temporary character. The membership of these organizations has not yet been deducted from the total of I.T.F. membership, owing to the operation of the rule that requires one year's notice of withdrawal.

It should be borne in mind that there are a few organizations which for one reason or other do not affiliate the whole of the transport workers they represent, though in its international relations the I.T.F. naturally represents all of them. Some of these are large organizations, and we can conservatively estimate the not officially affiliated total at considerably over a million, so that we can fairly claim to represent something in the neighbourhood of 6,000,000 transport workers.

New Affiliations

The following organizations were admitted to membership during 1952 and 1953.

February 1952

- / Trade Union of Port and Shipping Workers of East Africa, Kenya.
- / Nyasaland Railway Asian Union.

March 1952

- / Sindicato Profesional de Empleados de la Empresa Nacional de Transportes Colectivos, Chile (Transport Workers).

April 1952

- ✓ Sindicato de Trabajadores Avianca, Colombia (Civil Aviation Staff).
- ✓ African Railway Workers' Trade Union, Northern Rhodesia.

July 1952

- ✓ Fédération Tunisienne des Cheminots (Railwaymen).
- ✓ Fédération Tunisienne des Ports et Docks (Dockers).

February 1953

Syndicat National du Personnel Navigant de l'Aéronautique Civile,
France (Civil Aviation Staff).

June 1953

Eastern Pakistan Railway Employees' League.
Indian Seafarers' Federation.

December 1953

Transport Workers' Union of America.

Disaffiliations

It is comparatively rarely that we have to report disaffiliations from the I.T.F., and it is with great regret that we record that during the period under review no fewer than five affiliated organizations decided to withdraw. Our relations with all of them are still friendly, however, and we have every hope that with changing circumstances we shall some day see them back in the I.T.F. There is none of them that we care to lose. Particulars are as follows:

EGYPTIAN GENERAL UNION OF MOTOR DRIVERS

On 8 December 1951 we received a telegram from Mr. Zein el Din to say that his union had decided to disaffiliate from the I.T.F. We wrote expressing surprise and asking for an explanation. No reply was received, but indirectly we heard later that he had said publicly that the Union had disaffiliated because the I.T.F. had not taken sides with the Arab countries in the dispute with Great Britain over the presence of British troops in the Canal Zone.

The General Secretary took advantage of his journey to India in October 1952 (accompanied by Mr. J. H. Oldenbroek, General Secretary of the I.C.F.T.U.) to stop for five days in Cairo, from the 22nd to the 27th. He saw Mr. Zein el Din several times. It appeared that his interest in the international trade union movement was undiminished, but before re-affiliating he wished to await the direction the Egyptian trade union movement would take under the new government.

The General Secretary and Mr. Oldenbroek had an interview with the Egyptian Minister of Labour and a high military officer attached to his department, and they were assured that the Government did not intend to obstruct the development of a free and democratic trade union movement. It felt, however, that the movement was still in its infancy, and was anxious that the leadership should not fall into the wrong hands, and considered that there could be no question of forming a national trade union centre until there was an adequate core of national trade unions.

The Minister welcomed a suggestion that he should accept the services of an experienced trade union official to assist the Egyptian workers in the further development of their movement. In the meantime the I.C.F.T.U. took the matter in hand and assigned Mr. Evert Kupers, of the Dutch Federation of Trade Unions, to the task.

Mr. Kupers paid two visits to Egypt, but up to the end of 1953 there were no practical results to report.

JAPANESE FEDERATION OF PRIVATE RAILWAY WORKERS' TRADE UNIONS

A letter dated 3 July 1953, Mr. Totaro Fujita, President of this Federation, informed us that its Thirteenth Annual Convention, held at the beginning of July, decided to withdraw from the I.T.F. We understand that the proposal, which also included withdrawal from the I.C.F.T.U., was moved from the floor of the gathering, and was opposed by the Executive Board. Its background is clearly political. The I.C.F.T.U. (and by implication only, the I.T.F.) was reproached for supporting the rearmament of Japan, representing mainly the Western Bloc, and not being sufficiently interested in the Asian trade union movement.

In a later letter from Mr. Fujita, in reply to one of ours, he expresses regrets, and the wish to continue to exchange information.

This can probably be regarded as a temporary disaffiliation, but a future reaffiliation will naturally depend largely on political developments.

GENERAL FEDERATION OF TAXI WORKERS' UNIONS OF JAPAN

A letter of 30 July 1953 from Mr. Toshio Kume, President of this Federation, reports that its Seventh Annual General Meeting also decided to withdraw from the I.T.F., following a stormy discussion on affiliations generally. The remarks made in the previous paragraph probably also apply here, but another reason given is financial difficulties. Mr. Kume thanks us for all we have done in the past and hopes that he may continue to enjoy our friendship. So the outlook for the future may be regarded as favourable.

NEW ZEALAND LOCOMOTIVE ENGINEERS, FIREMEN, AND CLEANERS' ASSOCIATION

In a letter dated 11 June 1953 this Association advised us that the Annual Conference of its Grand Council, after discussing its various affiliations, had decided to withdraw from the I.T.F. We replied expressing dismay at their decision, and asked if the I.T.F. had fallen short of expectations in any way, at the same time giving, as requested, particulars of their debt for affiliation fees. Their reply, dated 27 August, made it clear that the decision arose out of a need to reduce expenses, and that "no fault was found with the work or objects of your Federation". They sent a cheque for all arrears of affiliation fees, including fees for the year's notice of withdrawal required by our Constitution.

Our Management Committee considered the case at its meeting in September 1953, and as a result a letter was sent on 21 September pointing out that the Executive Committee, according to our Constitution, is empowered to fix a lower rate of contribution in approved cases, and suggesting that they take advantage of the rule. Up to the end of the year no reply had been received.

In view of the payment of a year's fees corresponding to the notice of withdrawal, the Association's affiliation does not officially cease until June 1954.

UNITED STATES—NATIONAL ORGANIZATION OF MASTERS, MATES AND PILOTS

In a letter of 5 May 1953 this organization informed us of its intention to leave the I.T.F. as from 1st May. No reasons were given in the organization's letter, but we understand that they were purely economic. We have therefore written expressing our regret at the disaffiliation, and saying that if it was for financial reasons we hoped they would reconsider the matter, as we were sure that a satisfactory arrangement could be reached with the Executive Committee of the I.T.F.

So far we have had no reply, but at its meeting in September 1953 the Management Committee accepted a suggestion that advantage should be taken of a trip to the U.S.A. to contact the leaders of the organization personally, with a view to inducing it to reconsider its decision.

LIST OF AFFILIATED ORGANIZATIONS

(For explanation of reference marks see foot of page 38)

Country	Organization	31st December		
		1951	1952	1953
Argentina ...	Confederación General de Gremios Marítimos y Afines (Seafarers) ...	†	†	†
	La Fraternidad (Locomotivemen) ...	†	†	†
	Unión Ferroviaria (Railwaymen) ...	†	†	†
	Unión Tranviarios (Tramwaymen) ...	†	†	†
Australia ...	Maritime Transport Council... ..	15,000	15,000	15,000*
Austria ...	Gewerkschaft der Eisenbahner (Railwaymen) ...	70,000	70,000	70,000
	Gewerkschaft der Bediensteten im Handel, Transport und Verkehr (Transport Workers) ...	20,291	20,541	20,500
Belgium ...	Belgische Transportarbeidersbond (Dockers, Seafarers, Transport Workers) ...	27,075	24,900	27,150
	Secteur Cheminots de la Centrale Générale des Services Publics (Railwaymen) ...	35,000	35,000	35,000

Country	Organization	31st December		
		1951	1952	1953
	Centrale Belge du Personnel des Tramways, Vicinaux et Autobus (Passenger Transport Workers)	15,000	15,000	15,000
	Secteur Aviation Civile de la Centrale Générale des Services Publics (Civil Aviation)	500	420	500
British Guiana	B.G. & W.I. Federated Seamen's Union ...	I	I	I
Canada ...	Canadian Brotherhood of Railway Employees and other Transport Workers	23,000	30,000	32,512
	Railway Labor Executives Association	95,000	95,000	95,000
	Canadian Airline Dispatchers' Association	47	67	59
Ceylon ...	All-Ceylon Seamen's Union	I	—	—
Chile ...	Confederación Marítima de Chile (Seamen and Dockers)	13,500	13,500*	10,887
	Federación Industrial Ferroviaria (Railwaymen) ...	I	I	30,000
	Sindicato Profesional de Empleados de la Empresa Nacional de Transportes Colectivos (Passenger Transport Workers) ...	—	1,500	1,500*
China ...	National Chinese Seamen's Union	†	†	†
Colombia ...	Sindicato de Trabajadores Avianca (Civil Aviation)	—	1,107	1,200
Cuba ...	Federación Marítima Nacional (Seamen)	17,000	17,000	17,000
	Federación Nacional Hermandad Ferroviaria (Railwaymen)	18,000	18,000	18,000
	Federación Nacional de los Obreros del Transporte (Transport Workers) ...	25,000	25,000	25,000
	Federación Aérea Nacional (Civil Aviation)	2,000	1,100	1,200
Denmark ...	Sømaendenes Forbund i Danmark (Seamen) ...	4,723	4,772	4,918
	Søfyrbedernes Forbund i Danmark (Ship Firemen)	1,720	1,718	1,726

Country	Organization	31st December		
		1951	1952	1953
	Dansk Sø-Restaurationer Forening (Stewards, etc.)	975	975*	950
	Dansk Arbejdsmandsforbund (Dockers, Road Transport Workers) ...	35,000	35,000	40,000
	Dansk Jernbaneforbund (Railwaymen) ...	10,760	10,790	10,715
	Dansk Lokomotivmands Forening (Locomotive-men) ...	2,000	2,100	2,100
	Privatbanefunktionærernes Forbund (Staff Private Railways) ...	1,100	1,000	1,000
	Dansk Lokomotivmands Forbund (Private Railways' Locomotivemen)...	350	325	318
Ecuador ...	Sindicato de Estibadores Portuarios y Auxilios (Dockers) ...	I	I	150
Egypt ...	Cairo General Union of Motor Drivers ...	3,500	3,500*d	—
	Heliopolis Metro Workers' Union (Underground Railway Employees) ...	I	I	I
	Misr Airworks Workers' Union ...	I	I	I
	Alexandria Autobus Drivers' and Workers' Union	I	I	I
	Port Said Taxi Chauffeurs' Union ...	I	I	I
	Misr Fluvial Workers' Union ...	I	I	I
	Alexandria Taxi Drivers' Union ...	I	I	I
	Ismailia Chauffeurs' Union	I	I	I
	Zagazig Motor Drivers' Union ...	I	I	I
	Port Said Transport Workers' Union ...	I	I	I
	Alexandria Mercantile Navy Staff Syndicate ...	575*	575*	I
Eire... ..	Irish Seamen and Port Workers' Union ...	1,000	1,000	2,530
	Irish Transport and General Workers' Union ...	5,000	5,000	5,000*
Estonia ...	Eesti Meremeeste Union (Seamen)...	910	1,000	1,100

Country	Organization	31st December		
		1951	1952	1953
Finland ...	Finlands Sjömans-Union (Seamen)	6,516	6,528	6,601
	Finlands Maskinmästare Förbund (Ships' Engineers)	1,890	2,000	2,000
	Finska Järnvägsmannaförbundet (Railwaymen) ...	15,500	15,300	15,000
	Finlands Lokomotivmannaförbund (Locomotivemen)	3,912	3,937	3,987
	Finlands Bilbranscharbetareförbund (Motor Drivers)	5,147	5,108	5,100
	Finlands Arbetarförbund (Dockers)	2,311	2,184	2,329
	France ...	Fédération Nationale de la Marine Marchande F.O. (Seamen)	7,000	7,650	7,650
Fédération des Officiers de la Marine Marchande F.O. (Ships' Officers) ...		2,500	2,500	2,500
Fédération des Ports et Docks et Assimilés F.O. (Dockers)		5,000	5,600	6,000
Fédération Syndicaliste F.O. des Travailleurs, Cadres et Techniciens des Chemins de Fer de France et de l'Union Française (Railwaymen)		31,500	33,000	33,000
Fédération Nationale F.O. des Transports (Transport Workers)		8,800	8,800*	7,000
Fédération des Travaux Publics et des Transports F.O. (Transport Ministry and Civil Aviation Staff)		3,500	3,500	5,200
Syndicat National du Personnel Navigant de l'Aéronautique Civile (Civil Aviation)		—	—	700
Germany ...		Gewerkschaft öffentliche Dienste, Transport und Verkehr (Transport Workers, Seamen, Dockers and Inland Boatmen)	103,878	105,710	106,572
	Gewerkschaft der Eisenbahner Deutschlands (Railwaymen)	428,951	425,500	423,840

Country	Organization	31st December		
		1951	1952	1953
Gt. Britain ...	National Union of Seamen Navigators' and Engineer Officers' Union	60,000	60,000	60,000
	Radio Officers' Union	12,000	12,000	12,500
	Transport and General Workers' Union	3,619	3,619	3,701
	National Union of Railwaymen	250,000	250,000	250,000
	Associated Society of Locomotive Engineers and Firemen	425,863	364,531	364,809
	Transport Salaried Staffs Association	68,768	68,788	67,808
	Union of Shop, Distributive and Allied Workers	85,216	91,514	91,514
	Scottish Horse and Motor-men's Union	40,000	40,000	40,000
		20,000	19,000	18,000
	Greece ...	Pan-Hellenic Seamen's Federation	25,000	22,000	22,000
Federation of Greek Dockers		12,000	12,000	11,000
Fédération Panhellénique des Cheminots (Railwaymen)		10,800	10,800	10,500
Hongkong ...	Hongkong Seamen's Union	I	—	—
Iceland ...	Sailors' and Fishermen's Union	1,500*	1,500*	1,679
India ...	Indian Seafarers' Federation	—	—	20,000
	Maritime Union of India	880	901	920
	Bombay Coastal Seamen's Union	I	I	I
	All-India Railwaymen's Federation	300,000*	285,662	280,000*
	National Union of Railwaymen of India and Burma	I	I	1,950
	All-India Port and Dock Workers' Federation	I	—	—
Israel ...	National Association of Seamen	820*	1,690	1,690
	International Union of Railway, Post and Telegraph Employees	I	I	I
Italy ...	Federazione Gente del Mare (Seamen)... ..	10,000*	10,000	11,758

Country	Organization	31st December		
		1951	1952	1953
	Federazione Nazionale dei Lavoratori Portuali (Dockers)	6,250	5,750	5,968
	Sindacato Nazionale Ferroviari (Railwaymen) ...	15,768	16,135	16,400
	Federazione Nazionale Lavoratori Autoferrotravvieri ed Internavigatori (Bus, Tramway and Inland Waterways Workers)	13,000	13,000	20,000
	Federazione Italiana Lavoratori Trasporti e Ausiliari del Traffico (Transport Workers) ...	15,173	18,600	18,658
	Libero Sindacato Nazionale Gente dell'Aria (Civil Aviation)	600	600	750
	Sindacato Autonomo Unificato Ferroviari Italiani (Railwaymen)	30,043	30,247	23,172
Jamaica ...	Maritime Union of Jamaica	I	I	I
	Jamaican Government Railway Employees' Union...	I	I	I
	Tramway, Transport and General Workers' Union	I	I	I
Japan ...	All-Japan Seamen's Union	100,000	80,000	80,928
	National Railway Workers' Union	386,967	386,000*	380,000*
	Federation of Municipal Transport Workers' Unions	30,000	30,000*	30,000*
	General Federation of Taxi Workers' Unions ...	3,700	3,700*	3,700*d
	Travel Bureau Trade Union	1,900	1,900*	1,900*
	General Federation of Private Railway Workers ...	100,000	100,000	100,000 *d
Kenya ...	East African Railway Asian Union	1,600*	1,873	2,000
	Trade Union of Port and Shipping Workers of East Africa	—	42	42*
Lebanon ...	Syndicat des chauffeurs des voitures privées (Motor Drivers) ...	2,500*	2,500*	2,500*

Country	Organization	31st December		
		1951	1952	1953
Luxembourg	Landesverband Luxemburger Eisenbahner (Railwaymen)	5,400	5,700	5,850
Mexico ...	Alianza de Tranviarios de México (Tramwaymen)	4,100	4,100*	4,100*
Netherlands	Centrale Bond van Werknemers in het Transportbedrijf (Seamen, Inland Boatmen, Dockers, Road Transport Workers) ...	35,222	35,600	35,761
	Centrale van Kapiteins en Officiëren ter Koopvaardij (Ships' Officers) ...	6,778	7,401	7,703
	Nederlandse Vereniging van Vervoerspersoneel (Railwaymen and Tramwaymen)... ..	25,444	25,337	25,460
	Federatie van Verenigingen van vliegend Personeel (Civil Aviation) ...	754	754*	754*
	Algemene Bond van Luchtvaartpersoneel (Ground Staff)	1,035	1,180	1,166
	Netherlands West Indies	Surinaamse Haven- en Transportarbeidersbond (Dockers)	400*	400*
New Zealand	Federated Seamen's Union	2,500	2,500	2,500*
	New Zealand Locomotive Engineers, Firemen and Cleaners' Association ...	2,127	2,044	2,069d
	Federated Cooks' and Stewards' Union of New Zealand	850	850	850
Norway ...	Norsk Sjømannsforbund (Seamen)... ..	30,000	32,000	34,000
	Norsk Maskinistforbund (Ships' Engineers) ...	4,900	4,000	4,000
	Norsk Styrmandsforening (Mates)	3,400	3,722	4,019
	Norsk Transportarbeiderforbund (Transport Workers)	24,233	24,384	24,508
	Norsk Jernbaneforbund (Railwaymen)	21,237	21,425	22,000
	Norsk Lokomotivmandsforbund (Locomotivemen)	2,237	2,340	2,366

Country	Organization	31st December		
		1951	1952	1953
Nyasaland ...	Nyasaland Railway Asian Union	—	150	120
Pakistan ...	Pakistan Transport Workers' Federation	60,000*	60,000*	60,000*
	Eastern Pakistan Railway Employees' League ...	—	—	45,000
Rhodesia ...	Rhodesia Railway Workers' Union	4,800	4,528	4,848
	African Railway Workers' Trade Union	—	4,000	4,000*
Saar ...	Einheitsgewerkschaft des Saarlandes, Industrieverband Eisenbahn (Railwaymen)... ..	8,000	8,000	8,000
St. Lucia ...	St. Lucia Seamen's and Waterfront Workers' Trade Union	400*	400*	400*
South Africa	South African Council of Transport Workers ...	4,000	5,500	4,300
Spain ...	Sindicato Nacional Ferroviario (Railwaymen) ...	12,000	10,000	12,000
	Federación Nacional del Transporte UGT (Transport Workers)	10,000	8,000	10,000
Sweden ...	Svenska Sjöfolksförbundet (Seamen)... ..	12,736	15,053	16,192
	Svenska Maskinbefälsförbundet (Ships' Engineers)	3,817	3,500	4,002
	Svenska Transportarbetareförbundet (Dockers and Road Transport Workers)	41,000	43,216	44,088
	Svenska Järnvägsmannaförbundet (Railwaymen)	67,913	69,153	69,000
	Handelstjänstemannaförbundet (Transport Salaried Staff and Civil Aviation)	3,000	3,000	3,000
Switzerland	Verband der Handels-, Transport und Lebensmittelarbeiter der Schweiz (Inland Boatmen and Dockers, Road Transport Workers)	9,579	10,091	10,100

Country	Organization	31st December		
		1951	1952	1953
Syria ...	Schweizerischer Eisenbahner-Verband (Railwaymen)	43,506	43,869	44,005
	Verband des Personals öffentlicher Dienste (Civil Aviation)	634	609	630
	Syndicat des Chauffeurs (Motor Drivers) ...	I	I	I
Trieste ...	Sindacato Triestino dei Portuali Democratici (Dockers)	200	200*	200*
	Sindacato della Gente del Mare de Trieste (Seamen)	376	376*	376*
Trinidad ...	Seamen and Waterfront Workers' Trade Union ...	3,700	3,700*	3,700
Tunisia ...	Fédération Tunisienne des Ports et Docks (Dockers)	—	750	1,200
	Fédération Tunisienne des Cheminots (Railwaymen)	—	2,012	2,000
United States	Seafarers' International Union of North America	51,000	51,000	51,000
	National Organization of Masters, Mates and Pilots	9,000	9,000	9,000*d
	Radio Officers' Union ...	1,300	1,300*	1,300*
	International Longshoremen's Association ...	75,000	75,000*	75,000*
	Railway Labor Executives' Association	833,777	833,777	833,777
	Air Line Pilots' Association	6,300	6,300*	8,850
	International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America	50,000	50,000*	50,000*
	International Association of Machinists (Civil Aviation)	25,000	25,000	25,000
	Transport Workers' Union of America	—	—	60,000
Uruguay ...	Federación Ferroviaria y Ramas Anexas del Uruguay (Railwaymen)	7,500	7,500	7,500*

* Estimate.

† Relations interrupted, omitted from total.

I Membership ineffective, omitted from total.

d Disaffiliated.

III.

Relations with Affiliated Organizations

FRENCH DOCKERS' FEDERATION

After the death of Brother Gaussère Duval, General Secretary of the French Dockers' Federation, in 1951, an internal dispute arose, two officials of the Federation, Brothers Boucher and Piquemal, claiming to be the Acting General Secretary.

At a Congress held on 10 and 11 May 1952 both were elected officers of the Federation, the former as General Secretary and the latter as Assistant General Secretary. At the same time the Congress adopted a resolution which, while declaring its determination to fight Communist influence in the ports, contained a critical reference to the Mediterranean Vigilance Committee, with which Brother Piquemal had been associated.

At a Congress held in Bordeaux in June 1952 a new French dockers' organization came into being, with Brother Piquemal as General Secretary, claiming membership both of the I.T.F. and the Force Ouvrière Federation of Trade Unions.

The Inter-Union Disputes Committee of the latter body took the matter up and called a new Congress in Paris on 17 November 1952, where the dispute was settled by the election of Brother Piquemal as General Secretary of the reunited French Dockers' Federation.

RELATIONS BETWEEN THE FRENCH FORCE OUVRIERE AND THE TUNISIAN RAILWAYMENS' UNIONS

At the Executive Committee meeting in Copenhagen at the end of June 1953 we reported that the Force Ouvrière C.G.T. was contemplating starting a Force Ouvrière railwaymen's union in Tunisia, in view of the fact that the non-Communist railwaymen there were either unorganized or belonged to the Communist-led organization. The E.C. felt that this would be undesirable, since a new organization would compete with the existing Tunisian Railwaymen's Federation; and it therefore suggested that the French and Tunisian unions should try to organize the railwaymen in Tunisia, both indigenous and European, in a single union.

Our French Railwaymen's Federation subscribed to this point of view, and expressed its willingness to meet the Tunisian Railwaymen's Federation in order to agree on a common policy on these lines.

On the occasion of our Railwaymen's Conference in Rome the two parties met and discussed the matter together with the General Secretary and Assistant General Secretary of the I.T.F. It was agreed that there

should be a further meeting in Paris early in December to discuss details and carry the matter further, but the illness of the Assistant General Secretary made it necessary to postpone the date. At the time of writing there was every probability that the meeting would be held some time in January 1954.

ORGANIZATION OF SWISS SEAFARERS

At the end of 1952 Switzerland had a merchant marine consisting of 36 ships of an aggregate of 209,559 tons deadweight. At our Stockholm Congress our affiliated Swiss Transport Workers' Federation was invited to undertake the organization of all seafarers, of whatever nationality, sailing on these ships. As a result the Federation has set up a Seafarers' Section as from 1 October 1953.

AMALGAMATION OF INDIAN RAILWAYMEN'S ORGANIZATIONS

A Convention at Bangalore on 26 June 1953 ratified the amalgamation of the All-India Railwaymen's Federation (affiliated with the I.T.F.) and the Indian National Railway Workers' Federation. The new organization is to be known as the National Federation of Indian Railwaymen, and affiliation with the I.T.F. will continue.

The Federation will have its headquarters at Delhi. Hariharnath Shastri, of the Indian National Railwayworkers' Federation, was elected President, and S. Guruswami, of the All-India Railwaymen's Federation, General Secretary.

The new Executive, actually an interim working committee, will hold office for one year, pending the adoption of the new Constitution.

RHODESIA RAILWAYS AFRICAN WORKERS' UNION (SOUTHERN RHODESIA)

On 19 June 1953 the Rhodesia Railways African Workers' Union wrote to the British National Union of Railwaymen asking for the services of a railway trade union expert, to visit Rhodesia and assist them in preparing wage claims. The African union stated that it was prepared to pay all expenses for a visit that was expected to last about three months.

The N.U.R. offered them the services of Mr. Martin Pounder, late Assistant General Secretary of the N.U.R.

The I.T.F. was also approached on the matter, and we later had a visit from Mr. Joshua Nkomo, General Secretary of the African Union. From our interviews with him it became clear that to finance Mr. Pounder's visit would practically exhaust the union's funds. We therefore approached the N.U.R., which kindly agreed to contribute £400 towards Mr. Pounder's passage to Africa and hotel expenses, provided that the I.T.F. would finance the remainder; it being understood that the African Union would bear all Mr. Pounder's travelling expenses in Africa.

Mr. Pounder set off for Africa by air early in September, and from early reports received appears to have done useful work. Fuller information will not be available until his return, which has been delayed by a motor accident he suffered in Africa. This necessitated a stay of three weeks in hospital. At the end of the year we were expecting him back in early January.

He took advantage of his journey to get in touch with other trade unions in Kenya and elsewhere.

GERMAN TRANSPORT AND PUBLIC SERVICES UNION

Up to the end of 1951 the German Transport and Public Services Union was affiliated with the I.T.F. for 183,000 members, made up as follows:

Urban Passenger Transport Workers	...	...	94,602
Passenger Transport Workers	...	...	51,592
Seamen, dockers, inland waterway workers, etc.	...	...	37,229

In its returns for 1952 the total figure was brought down to 103,878, including only 8,500 passenger transport workers. In Germany these workers are practically all in the employ of municipally-owned undertakings, and the Union has affiliated them to the International Federation of Unions of Employees in the Public and Civil Services.

The loss of 80,000 members in a major country was a serious matter and at the request of the Executive Committee the President and General Secretary of the I.T.F. had an interview with Mr. Kummernuss, without any tangible results. The latter voiced certain complaints of his organization about the over-representation of the railwaymen on the Executive Committee of the I.T.F. In the meantime the revised Constitution of the I.T.F., adopted at the Stockholm Congress, has partially removed the basis of his complaints by stipulating that not more than one half of the members of the Executive Committee may be drawn from one branch of transport.

GERMAN TRANSPORT AND PUBLIC SERVICES UNION— INTERNATIONAL SUMMER SCHOOLS AND YOUNG PEOPLE'S CAMPS

In connection with its educational activities, the German Transport Workers' Union has adopted the praiseworthy practice of organizing every year an International Summer School, at its Trade Union College in Mosbach, and an International Camp for Young Trade-unionists at one of the trade union hostels. Invitations are issued, through the I.T.F. to trade-unionists in other countries.

Summer schools and camps last for a fortnight, and the German Transport Workers' Union bears all the cost for board, lodging and tuition, including travelling to and from the German frontier. Interpreters are provided for non-German-speaking participants.

In 1952 we were instrumental in securing fifteen participants in the Summer School, from Austria, Denmark, France, Great Britain, Holland, Norway, Sweden, Belgium, Italy, and Luxemburg; and eight young people for the Camp, from France, Italy, Ireland, Austria and Sweden; and in 1953 fifteen for the Summer School, from France, Italy, Great Britain, Denmark, Austria, the Saar Territory, Holland and Sweden; and three young people for the Camp, from the Saar Territory, Austria and Luxemburg.

From all accounts these events are very instructive and enjoyable, and they are, of course, a great help in promoting international understanding. The Assistant General Secretary has been able to help in this by lecturing on international trade union affairs.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, FOREIGN COMPETITION

At a meeting of the Committee of the Seafarers' Section of the I.T.F., held in London on 19 and 20 January 1953, it was reported that the S.I.U. was concerned about unfair competition by foreign ships on the Great Lakes of North America. The Committee expressed its willingness to support the S.I.U., but felt that more information was required if appropriate action were to be taken, and the S.I.U. later expressed its willingness to meet representatives of the European seafarers' unions.

Mr. Harry Lundeburg, of the S.I.U., wrote on 28 November 1953 enclosing copy of a complaint he had made to the Norwegian and Swedish seamen's unions, of unfair competition by Norwegian and Swedish ships on what he claims is the "coastwise run" between British Columbia and U.S. ports. He said that during the war, when all American ships were commandeered for war service, foreign ships got into this trade, and that American importers were now trying to use foreign ships only. This was throwing American seamen out of work.

It was agreed that these matters should be discussed at a meeting in Washington on 28 and 29 January 1954.

CUBAN MARITIME WORKERS' FEDERATION

The Cuban Maritime Workers' Federation wrote on 25 March 1953 raising the question of the shipment of sugar in bulk; a practice that was depriving their dockers of work.

They suggested that an international conference should be convened to discuss it, as well as the question of heavy loads carried by one man. We replied suggesting that it would be better that there should be a preliminary discussion in America, where the problem was more acute.

In a letter dated 11 July 1953 they further asked us to support a protest against the establishment of train ferry services between the United States and Cuba; also calculated to decrease opportunities of employment for their dockers. In reply we pointed out the difficulty of standing in the way of the rationalization of transport, and suggested that it would be better to try and get the Government to take steps to minimize the impact of the new methods on the dockers.

We have had no further communication from the Federation.

BELGIAN TRANSPORT WORKERS' UNION SANATORIUM

At its meeting on September 1953 the Management Committee authorized a donation of £100 to the Belgian Transport Workers' Union in connection with the inauguration of their new sanatorium.

BELGIAN RAILWAYMEN HELP SPANISH UNIONS

In October 1952 the Belgian Union of workers in Public Services, whose Railwaymen's and Civil Aviation Sections are affiliated with the I.T.F., made a grant of 80,000 francs (£572) to help the Spanish trade unions. One quarter of the amount was paid into the I.T.F.'s Spanish Trade Union Fund.

HELP FOR ITALIAN RAILWAYMEN'S UNIONS

The I.T.F. General Council meeting, held in Marseilles in October 1951, decided to establish a special fund for assisting the railwaymen's organizations in France and Italy, and for anti-Communist action in Western Germany. An appeal for funds to affiliated railwaymen's organizations produced a fair sum, and Brother Zeli, a retired Italian-speaking secretary of the Swiss Railwaymen's Federation, was asked to go to Rome, as I.T.F. representative, to help our two affiliated railwaymen's unions there, and particularly to promote good relations between them and work out a common programme of demands and action.

Brother Zeli went to Rome in March 1952. After long and difficult negotiations, toward the end of which the General Secretary of the I.T.F. also took part, a programme of action was prepared and it was decided to set up a joint committee to act as a link between the two unions and direct their common action.

Plans had been made to make a public announcement of agreement at a press conference on 18 September, and 50,000 copies of a manifesto to the Italian railwaymen were printed for distribution all over the country.

We had been assured that the national trade union centres to which the two unions belonged would raise no difficulty, and that in any case they had sufficient autonomy to go ahead. On 17 September, however, one of the two national centres, the C.I.S.L., informed Brother Zeli that it could not agree to the establishment of the proposed cartel, since its General Council had, in July 1952, adopted a resolution forbidding affiliated organizations joint action with trade unions belonging to another national centre so long as there was no agreement between the national centres concerned. And in spite of all argument they refused to give way, so the plan had to be dropped for the time being.

On the occasion of the meeting of the Executive of the I.C.F.T.U. in New York in December 1952 the General Secretary of the I.T.F. met Mr. Pastore, General Secretary of the C.I.S.L., and convinced him that the attitude of his organization was apt to hamper the democratic and independent trade union movement in Italy in its fight with the Communist-controlled unions. Pastore said it was impossible to do anything about the matter for the moment, since he was bound by a

decision of his General Council, but he promised to raise it again at the next meeting of his General Council, and to give the General Secretary of the I.T.F. an opportunity to address the meeting.

In January, however, a new development aggravated the tension between the two railwaymen's unions. On 13 January 1953, there was a strike of railwaymen about which the two affiliated unions had divergent policies. This led to profound disagreement and mutual re-priminations, in which the two national trade union centres joined.

From 5 to 8 February 1953 Sir Vincent Tewson and Mr. J. H. Oldenbroek, acting on behalf of the I.C.F.T.U., had conversations with the two national trade union centres, and brought about an agreement for co-operation. Their General Councils ratified the agreement in the second half of February.

The I.T.F. General Secretary attended the meeting of the General Council of the C.I.S.L. (25 February), which decided to leave its Railwaymen's Union free to conclude a working agreement with the U.I.L. Railwaymen's Union. He also had a talk with the Executives of the two affiliated railwaymen's unions and secured from them a decision to renew their efforts to co-operate.

We had hoped that the two unions would come to a working agreement before the I.T.F. International Railwaymen's Conference in Rome in October 1953, but unfortunately the matter was still pending at the end of the year.

At its meeting of 20 November 1953 the Management Committee decided to grant a subsidy of £300 to the Italian National Union of Railwaymen, (Sindacato Nazionale Ferrovieri) to help it in its propaganda work and in the calling of a Congress.

TRINIDAD AND TOBAGO SEAMEN AND WATERFRONT WORKER'S TRADE UNION

The President of the Union, Brother C. P. Alexander, was in the U.K. for a fortnight in July 1953, on the way back from the I.C.F.T.U. Congress in Stockholm. He spent some time in the I.T.F. office, and we were able to supply him with information in which he was interested, including some suggestions for an employer-financed retirement gratuity for dockers which the Union intends to sponsor. We also enlisted the assistance of the British Transport and General Workers' Union in making Brother Alexander's stay as interesting as possible. They arranged for him to make study trips through the ports of London and Liverpool and to meet a number of their head office and branch officials.

He mentioned that the Trinidad unions were in need of a 16 mm. film projector and mobile loud-speaker equipment for educational and propaganda work. Our Management Committee considered the matter and at its September 1953 meeting, it approved a contribution of £216 towards the cost.

In 1952 this Union sent two of its members, Messrs. Lloyd Ifill and Hubert James, to England to study dock and warehouse operation. They arrived on 13 June and returned three months later. We were able to make arrangements for them to get a practical insight into dock work in England, and also to spend a period at the excellent training school for dockers at Rotterdam, in Holland. While they were there the Dutch Central Transport Workers' Union generously bore the cost of their accommodation.

Their Union has expressed high appreciation of what was done to assist them. At one of the visits they made to our offices they presented to the I.T.F. a painting that had been prepared by the Union as a token of solidarity.

FINNISH MOTOR DRIVERS' UNION

This union wrote under date of 25 July 1953 asking for financial assistance to help it out of its difficulties. It was founded in 1948 by a group of motor drivers which broke away from the Finnish Transport Workers' Federation when it joined the W.F.T.U. and was expelled from the I.T.F. It seems to be pursuing a prudent financial policy, and has twice raised its affiliation fees. It is maintaining a steady figure of 5,000 paying members, but has a large membership turnover, partly owing to the fact that the Communist Finnish Transport Workers' Federation charges its members a smaller membership contribution. It wished to strengthen its position by educational work, and asked whether the I.T.F. could make a grant.

The Management Committee considered the matter at its September 1953 meeting and decided to make an immediate grant of £500, and to review the situation in twelve months' time.

ARGENTINE TRADE-UNIONISTS IN EXILE

Following the strikes of the Argentine railwaymen in 1951 a large number of them were dismissed or landed in gaol, while many others went into exile. Among them there are many workers from other trades—printers, textile workers, bank clerks, tramwaymen, busmen, etc.

The Argentine Trade Union Committee in Exile has been looking after the interests of these victims of the Peron regime, and in response to an appeal the Management Committee of the I.T.F. voted a grant of \$1,000 in November 1951, followed by another \$1,000 in March 1952—the latter amount being intended to help the exiles to set up a laundry in Montevideo.

HELP FOR FRENCH TRADE UNIONS

The I.C.F.T.U. has taken the initiative of a full enquiry into ways and means of strengthening the Force Ouvrière trade union movement in France, and the international trade secretariats have been asked to associate themselves with the endeavour.

Conferences which took place in Paris on 4 and 5 January, 4 and 5 February and 7 March 1952 were attended by representatives of the I.C.F.T.U., its European Regional Organization, and the French Force Ouvrière trade union movement; also the European representatives of the American Federation of Labor and the Congress of Industrial Organizations. The I.T.F. was represented at all these meetings by the General Secretary. The final meetings adopted a report which particularly stressed the need for financial assistance.

In the course of these meetings a special and urgent requirement of the French Railwaymen's Federation (F.O.) was brought to notice, namely the financing of the campaign for the election of the Social Security Board of the French Railways in June 1952. Such elections are always a test of the strength of the rival organizations, and the Management Committee decided at its meeting in March 1952, to make a grant of £1,500 for the purpose.

At the meeting of the Executive Committee of the I.T.F. held in London from 19 to 21 February 1953, consideration was given to the needs of the French affiliated organizations, and the desirability of strengthening them and placing them in a position to face their opponents. As a result the Secretariat was asked to secure more detailed information about their requirements.

Following an exchange of correspondence on the matter, the General Secretary went to Paris on 13 March, and on the following day had successive interviews with the leaders of the seamen's, ships' officers', and dockers' organizations, followed by a discussion with representatives of all French organizations affiliated with the I.T.F. It was decided that each of the organizations concerned should go carefully into its position and submit to the Executive Committee of the I.T.F. a report on its requirements, and the results that could be expected if subsidies were granted.

These reports were considered by the Executive Committee at its meeting in Copenhagen on 29 and 30 June. It emerged that the amount required—bearing in mind requirements for Italy and other countries as well—was more than could be covered by the funds available. It was therefore decided to ask affiliated organizations for a special contribution of a least £2 per thousand members. It was suggested that as a means of raising the sums required an international solidarity stamp might be supplied to affiliated organizations for sale to their members. The proposal, and the suggested method of raising the money, were approved by the meeting of the General Council of the I.T.F. held immediately following.

In April 1952, the I.C.F.T.U. organized, under its scheme of financial and technical assistance to the French trade union movement, a fortnight's school for transport workers at the Château de la Brevière, a manor in the neighbourhood of Paris that belongs to the Swedish Federation of Trade Unions. The I.T.F. was invited to send two lecturers, each for two days. The Secretariat appointed Mr. Geldof, Secretary of the Belgian Tramwaymen's Union, to lecture on methods of collective bargaining, and Mr. Tofahrn on British experience in trade union organization and administration.

FRENCH RHINE FLEET

At its meeting on 21 March 1952 the Management Committee authorized the expenditure of £160 on setting up a French Rhine Boatmen's Union, and £200 for a manifesto to be distributed among Rhine boatmen of all nationalities. As a result an organizer was appointed, Mr. Charles Greth, who took up his duties on 15 June 1952. In the following April he reported that the Union had enrolled 156 members during the first nine months of its existence. Arrangements were made for assistance to be given to the Union by the Rhine boatmen's branches of the German Transport Workers' Union.

As from 1 November 1953 Mr. Greth was replaced by Mr. Jacques Kobler.

TRIESTE RAILWAYMEN

In April 1953 Mr. Zeli paid a visit to the Trieste branch of the Italian Railwaymen's Union. The situation of this branch is different from that of all other branches of the same union, so there were special reasons to come to its help when its office was broken into and valuable office machines stolen. With the concurrence of Mr. Zeli a grant of 300,000 lire was made for the purchase of a new duplicator and typewriter.

INDIAN SEAFARERS' FEDERATION

In accordance with a decision of the Executive Committee Mr. W. Dorchain went to India in the middle of March 1953 and assisted Indian trade unionists in organizing the constituent Congress of an Indian Seafarers' Federation. Mr. Becu also went to India in the same connection on 28 April 1953 and returned on 17 May.

The Congress was attended by representatives of the seafarers in all the major ports of India and adopted the Constitution of the new organization. The Federation will be composed of two unions, one catering for ratings and the other for officers. Membership will be open to all Indian seafarers and those serving regularly on board Indian vessels. By a unanimous vote the Congress decided that the new Federation should be affiliated with the I.T.F.

The following officers were elected: Messrs. Dinkar Desai (President); Jehangir Kabir and Abdul Gani (Vice-Presidents); A. K. Mohammed Serang (General Secretary-Treasurer); J. Soares (Assistant General Secretary-Treasurer); Kali Mukherjee and Bikas Mazumdar (Members).

IV.

Relations with Unaffiliated Organizations

Apart from the usual endeavours to establish relations with unaffiliated organizations by correspondence, a special effort has been made during the two years under consideration to make direct personal contacts, particularly in regions which have hitherto been outside the general stream of international trade union relations. This important work has been done in pursuance of the task laid upon us by our Constitution, of "helping to organize the transport workers in countries where they are unorganized, or only partly organized, and assisting weak organizations worthy of it".

Brother Trifón Gómez and the General Secretary represented the I.T.F. at the second Congress of the O.R.I.T., the inter-American regional organization of the I.C.F.T.U., which was held in Rio de Janeiro from 12 to 17 December 1952. There they had an opportunity not only of establishing closer relations with the five Brazilian transport workers' organizations, but also of making contacts with transport workers' representatives from Argentina (exiled), Chile, Cuba, Paraguay and Peru. Brother Trifón Gómez arrived at the Congress immediately following a trip round Latin America on behalf of the I.C.F.T.U., in May and June 1952. Brother Gómez was also in Brazil from July to the end of October 1953, organizing the new headquarters of the O.R.I.T.

The General Secretary has been three times to Asia during the period under review, visiting India, Pakistan, Ceylon and (on the way) Egypt. The first visit, in the course of which he called at Egypt, was in October and November 1952; the second in April and May 1953; and the third, in the course of which he attended the I.L.O. Asian Maritime Conference, in September and October 1953. He was mainly concerned with co-ordinating the seafarers' movement in India and Pakistan, and endeavours to set up all-embracing seafarers' federations in these two countries, but opportunities were afforded to make valuable contacts.

In connection with proposals, which circumstances have since obliged us to drop for the time being, to hold an Asian Railwaymen's Conference in the autumn of 1953, Brother S. Guruswami, General Secretary of the All-India Railwaymen's Federation, was asked to visit railwaymen's organizations in South-East Asia, for the purpose of preparing the way. He made the trip between April and June 1953, and visited Hong-Kong, the Philippines, Thailand and Burma. He made a number of valuable contacts which had, up to the end of the year, led to the affiliation of one union, the Kowloon-Canton Railway Workers' Union, of Hong-Kong. Incidentally, he interrupted his trip in May to join a delegation of the All-India Railwaymen's Federation which spent 37 days in China as guests of the All-China Federation of Labour and the National Committee of Chinese Railway Trade Unions.

Finally we may mention in this connection the visit to Kenya and the Rhodesias, between September and December 1953, by Mr. Martin Pounder, late Assistant General Secretary of the British National Union of Railwaymen; and those to Tunisia by Brother Tofahrn, Assistant General Secretary of the I.T.F., in February 1952 and (accompanied by Brother Ferri Pisani) March 1953. All these gentlemen went on specific missions, particulars of which will be found elsewhere in this report, but opportunity was of course afforded to establish valuable relations.

IRISH RAILWAYMEN

The National Union of Railwaymen of Great Britain has given up its members in the Irish Republic, and has assisted them in setting up a national union of their own. This brought into being on 1 January 1953 the National Association of Transport Employees of Eire, with approximately 10,000 members. From correspondence with the N.U.R. late in 1952 it appeared that the question of affiliation of the new Union to the I.T.F. had not been considered during the transactions between the N.U.R. and its Irish members.

On the advice of the N.U.R. we started correspondence with the Irish organization, urging it to maintain the affiliation with the I.T.F. The General Secretary replied that he had placed the matter before his Executive Committee at its meeting of 29 January 1953, but that the question had had to be deferred to a later meeting. We understand that it has since been further considered, but no decision had been come to up to the end of 1953.

BRAZIL

We are faced with difficulties of a special kind in trying to secure the affiliation of the transport workers' organizations in Brazil. We are in excellent relations with five of them —those of the Railwaymen, Urban Passenger Transport Workers, Road Transport Workers, Maritime Workers and Dockers and also with the 400,000-strong National Inland Transport Workers' Confederation which they have formed. They are, indeed, willing to affiliate, and have actually decided to do so, but the laws of the country prevent them. The current Trade Union Act does not allow of the foundation of a national federation of trade unions which is general in scope, but only of industrial federations, which are allowed to join the I.C.F.T.U. Strictly speaking affiliation with the international trade secretariats is precluded, but the transport workers' unions have been hoping that the law might be interpreted broadly, and thus make affiliation with the I.T.F. possible. The Transport Workers' Confederation was officially recognized in February 1953 as a "First Grade" labour organization, eligible to enter into international affiliations, though under the terms of the law only to the I.C.F.T.U.

A peculiar feature is that the main, and in most cases the only source of income of the trade unions (some unions also collect a very small contribution directly) is an annual trade union tax of one day's pay, compulsory for all workers. Of this 2% is retained for banking charges; 20% goes to a "Trade Union Social Fund"; 20% goes to finance the

industrial trade union federations, and the remainder is handed over to the individual unions, which are, however, compelled by law to finance with the money a number of social services, i.e., labour exchanges operating under instructions of the Minister of Labour, birth allowances and assistance, medical and dental services, legal assistance, schools, credit and consumers' co-operatives, holiday camps, libraries and sports clubs.

The Minister of Labour also determines the amount that may be spent on affiliation fees, and the figure is so low that it only represents something like 10% of the normal affiliation fee to the I.C.F.T.U. alone.

The transport workers' organizations are strongly anti-Communist, and this fact, strangely enough, seems to have been the cause of a special difficulty to the Maritime Workers' Federation in June 1953, when the Minister of Labour lent his support to an unofficial strike by a "strike commando" which was Communistic in character. Following the strike the Minister, exercising powers he has under the law relating to trade unions, dismissed the Executive Committee of the Federation, accusing it of administrative irregularities and replacing it with persons closely connected with the organizers of the strike. The displaced Executive Committee took the matter to the Federal Appeal Court, which declared in its favour, but the Minister nevertheless kept the new "governing board" in office, though it later turned out that the "strike commando" was a subversive body whose members the police had orders to arrest.

The latest information we have received is that the Minister had extended the term of office of the "governing board" for a further 30 days, while he continued his investigations into the irregularities of which he accuses the old Executive Committee.

This case is mentioned as an example of the unusual difficulties which sometimes arise in international trade union work.

NEW ITALIAN LOCOMOTIVEMEN'S UNION

In July 1952 Brother Zeli, who was in Italy on a mission for the I.T.F., with the task of assisting in the organization of the Italian railwaymen and promoting better relations between the two Italian railwaymen's unions affiliated with the I.T.F., was approached by three locomotive drivers who asked him to help to start a new locomotivemen's union, as they were dissatisfied with the Communist organization. He helped them to draw up their rules, and at a constituent conference at the beginning of October the S.M.A. (Sindacato Macchinisti, Aiuti Macchinisti e Capi Deposito) was founded. About one-third of all the locomotivemen had already joined it by the end of 1952.

It was anticipated that the new union would decide to join the I.T.F. at a Congress fixed to be held in May 1953. This was later postponed until December 1953, and Brother Becu was invited to the Congress, but two days before the date a telegram was received to say that it had again been postponed.

Relations are such that it can be anticipated that the affiliation will take place some time in 1954.

TRANSPORT WORKERS' UNION OF BRITISH GUIANA

The Transport Workers' Union of British Guiana informed us in June 1952 that the question of affiliation with the I.T.F. was under consideration. No further news has been received.

TURKEY

At the request of the I.L.O. correspondent in Turkey we wrote on 22 April 1953 to the Turkish Seamen's Federation offering technical assistance. No reply has been received.

At his own request, we have supplied a Turkish Government official with information about the I.T.F., with a view to establishing contact with the Turkish railwaymen's organization.

NEW ZEALAND

The N.Z. Road Transport Workers' Association has been supplied with information on British transport law by the T.G.W.U. At its request, it has been placed on the mailing list for I.T.F. publications.

NIGERIAN RAILWAYMEN

The 27,000 railwaymen in Nigeria have six different unions: the Railway Workers' Union, organizing the ships and running sheds; the African Locomotive Drivers' Union, the Railway Station Staff Union, the Association of Nigerian Railway Civil Servants, organizing the railway clerks, the Train Guards' Union, and the Railway Engineering Staff Union, organizing the workers on the permanent way. These six unions are combined in a Nigeria Union of Railwaymen (Federated).

In April 1952 a British Member of Parliament referred to us a request from the Railway Station Staff Union for help in obtaining redress of grievances. Their grievances, relating to rates of wages and salaries, were not of such a nature as to lend themselves to redress by international action, but we were able to give them certain advice and information.

In September 1952 we received a visit from Mr. T. O. Songonuga, a former President of the Nigeria Union of Railwaymen (Federated), who, in addition to giving us a considerable amount of information about the trade union position in Nigeria, promised to try to influence the federation in the direction of affiliation with the I.T.F. He kept his promise, but in a letter dated 27 January 1953 we were informed by the Secretary-General of the Federation that its General Council had decided that "at least at the moment" it should not affiliate with the I.T.F.

Subsequent correspondence gives us hope, however, of securing the affiliation.

NIGERIAN MARINE AFRICAN WORKERS' UNION

In June 1952 the I.C.F.T.U. kindly put us into touch with this organization, with which we have since been in correspondence, and to which we (as well as the British National Union of Seamen and the Transport and General Workers' Union) have been able to furnish some information it needed.

We are hoping that the question of affiliation with the I.T.F. will be considered at the Union's Annual Conference, to be held during the last week of January 1954.

AMALGAMATED DOCK WORKERS' UNION OF NIGERIA AND THE CAMEROONS

This is another Nigerian organization with which we have been in touch thanks to Mr. David Newman, who is in charge of the I.C.F.T.U. West African Trade Union Information and Advisory Centre at Accra. We have been in correspondence with it since March 1953, and have been able to furnish it with some information it needed.

INDONESIAN SEAMEN'S UNION

Towards the end of 1952 we had further correspondence with the Indonesian Seamen's Union, from which it appeared that it was considering affiliation with the I.T.F. We established contact with this organization through the kind offices of the representative in Indonesia of the Dutch Ships' Officers' Union.

INDONESIAN RAILWAYMEN

In October and November 1952, Dr. Kusna Puradiredja, President of the biggest railwaymen's union in Indonesia, made a trip to Europe under the auspices of the Mutual Security Agency. While in Holland the Dutch Railwaymen's Union induced him to pay a visit to our London office, and we endeavoured to interest him in international trade union affairs.

DANISH NAVIGATING OFFICERS' UNION

Personal contacts between Mr. J. Larsen, President of the Danish Navigating Officers' Union, and the General Secretary of the I.T.F., have revealed the possibility of that organization affiliating with the I.T.F. At Mr. Larsen's request he was sent documentary information at the end of November 1952, but no reply has been received.

SWEDISH AIR LINE PILOTS' ASSOCIATION

At the suggestion of the Swedish Transport Workers' Union the Swedish Air Line Pilots' Association has been invited to affiliate with the I.T.F. A reply dated 16 December 1952 stated that owing to internal reorganization the question could not be considered for the time being.

ALL-CEYLON RAILWAY RUNNING SHED WORKERS' UNION

In July 1953 the British National Union of Railwaymen put us into touch with this organization, with which we have since had some correspondence about conditions in Ceylon, and which has been furnished with particulars about the I.T.F.

SINGAPORE HARBOUR BOARD LABOUR UNION

In May 1953 our old friend Mr. D. Mungat, Director of the I.C.F.T.U. Asian Regional Office, and former Honorary Secretary of our own Regional Information Office in Bombay, put us into touch with the Singapore Harbour Board Labour Union, which was in need of some information on the decasualization of dock labourers. We supplied this, and later other information, and have been told that the union is giving serious consideration to the idea of affiliating with the I.T.F.

PAKISTAN SHIPS' OFFICERS' ORGANIZATION

In March 1953 Mr. D. S. Tennant of the British Navigators' and Engineer Officers' Union kindly put us into touch with a group of Pakistani ships' officers who were trying to organize a union. We have since had an exchange of correspondence on the question of affiliation.

V.

Various Interventions and Activities

HELP FOR FLOOD VICTIMS

HOLLAND AND UNITED KINGDOM. The floods which caused so much damage and loss of life in the United Kingdom and Holland—and to a lesser extent in Belgium—on 31 January and 1 February 1953, aroused a great deal of sympathy throughout Europe, and some of our affiliated organizations contributed substantial sums to help the victims. The Belgian Railwaymen's Union sent us £100 for the British railwaymen's unions, and a similar amount to the Dutch Railwaymen's Union. At the request of the British unions the £100 was paid into the Lord Mayor's Fund for the victims of the floods. The German Transport Workers' Union sent 5,000 DM (£425), and the German Railwaymen's Union a like amount, earmarked for the Dutch Railwaymen's Union, while its Stuttgart branch sent separately the sum of 262 DM (£22).

In many countries the national trade union centres opened funds for the same purpose, to which organizations affiliated with the I.T.F. contributed.

SOUTHERN ITALY. Southern Italy also suffered severely from floods at the end of October 1953, just before the I.T.F. International Railwaymen's Conference met in Rome. At that gathering a proposal was put forward that delegates to the Conference and affiliated railwaymen's organizations should contribute something to help the victims, and should, on their return home, ask for further contributions from their executive committees. In response to this proposal the following amounts were received: Swiss Railwaymen's Union 1,200 Fr, Scandinavian Railwaymen's Federation 125,000 lire, Saar Railwaymen's Union Fr. frs. 25,000, British Transport Salaried Staffs' Association £50, and British Associated Society of Locomotive Engineers & Firemen £50.

Delegates to the Conference made personal contributions totalling 77,540 lire.

CHILIAN MARITIME WORKERS' CONFEDERATION

Following a dispute, in July 1953, between the Chilean firm of Grace & Co. and its employees in Antofagasta, the Chilean Maritime Workers' Confederation threatened to boycott the Company's ships in all Chilean ports.

We wrote to the Confederation asking if we could help in any way, and were informed in reply that as the Company had its head office in New York, they had raised the matter with the O.R.I.T. and the Latin-American Committee of the C.I.O., and that as a result the Company had sent an inspector to Chile to try to settle matters. In the meantime the Confederation had induced the authorities to intervene, and the subsequent negotiations had led to a satisfactory solution of the conflict.

CHINESE SEAMEN ON AMERICAN SHIPS

In March 1952 the I.C.F.T.U. asked us to take up the case of the dismissal of Chinese seamen by the American-owned Caltex Oil Company. Following a brawl in which a suspected Communist spy was killed, the Company, which was employing something like 2,000 Chinese seamen, started to replace them by seamen of other nationalities—presumably to avoid being involved in political disputes—and to repatriate them forcibly to Communist China. The matter had been raised by the Chinese Federation of Labor based on Formosa.

We took the case up with the Seafarers' International Union of North America, which interested the American Federation of Labor in it.

COLOMBIAN RAILWAYMEN

On 2 October 1952 the I.C.F.T.U. sent us a report, dated 24 August, from the Union of Workers on the Pacific Railway of Colombia, stating that, on the pretext of fighting Communism, the Colombian Government had started persecuting trade unionists. About four thousand workers had been dismissed from the Pacific Railway Lines, among them members of the Union's Executive Committee.

According to a cable from the Havana office of the I.C.F.T.U., the persecution was intensified in September.

At the I.C.F.T.U.'s request, we telegraphed on 3 October to the President of the Republic of Colombia, protesting against mass dismissal of railwaymen and violation of trade union rights.

WAGE DISPUTE OF NORWEGIAN NAVIGATORS' UNION

Following the breakdown of negotiations on a new wages agreement, the Norwegian Navigators' Union tendered a strike notice to take effect on 4 December 1953. Some 3,000 officers on ocean-going vessels were affected by claims which were for a general increase in wages, to bring them to the level of engineer officers.

We circularized affiliated seafarers' unions, asking them to refuse replacements of navigating officers to ships affected.

On 8 December we received information that the strike had been cancelled, as the Norwegian Government had decided to refer the conflict to a court of arbitration.

ICELANDIC FISHERMEN'S DISPUTE

The greater part of the Icelandic fishing fleet struck on 20 February 1952 for improved conditions, and the Reykjavik Seamen's Union cabled for our assistance, asking us more particularly to prevent trawlers involved in the dispute—lists of which were sent to us—from being supplied with salt and ice in European ports. We accordingly circularized affiliated dockers', seamen's and fishermen's unions in Great Britain, Germany, Denmark, Norway, Sweden, Holland and Belgium,

and it is satisfactory to relate that the response was in all cases favourable. This also applies to the British General and Municipal Workers' Union, which organizes the fishermen in Hull, but which is not affiliated with the I.T.F.

On 5 March the Union informed us that a temporary agreement had been reached, and asked us to call off the embargo until further notice. We informed all unions concerned by telegram and telephone the same day. On 9 March the Icelandic Union reported a favourable outcome of the negotiations, expressing warm gratitude for the assistance given, which had helped to bring about a speedy and successful conclusion of the dispute.

DISPUTE ABOUT ICELANDIC TERRITORIAL WATERS

There is a dispute between the Governments of Great Britain and Iceland over the extension from three miles to four of the Icelandic territorial water limits within which foreign trawlers (and also for the time being Icelandic trawlers) are forbidden to catch fish. This dispute has led to the boycott of Icelandic fish by commercial interests in Great Britain.

As Great Britain is the market for one quarter of the total Icelandic catch of white fish, the ban is a serious matter for a large proportion of Iceland's workers and for the whole national economy, and the 23rd Convention of the Icelandic Federation of Labour, held in the middle of January 1953, adopted a resolution asking the I.T.F. to secure the support of the British unions for "the demand of the Icelandic nation that the present ban be lifted".

We approached the British Transport & General Workers' Union, which replied that it was also anxious to see an end to the dispute, and would do anything it could to help in this direction.

The problem of expanded claims to territorial waters is, of course, one that can hardly be solved by trade union action. Iceland is not the only country concerned, and the general issues are at present being studied by an International Law Commission on behalf of the General Assembly of the United Nations.

RESTRICTIONS ON TRADE UNIONS IN JAPAN

The Japanese Seamen's Union wrote on 8 January 1952 complaining of legislation which the Japanese Government was proposing to lay before Parliament which would further restrict the right of assembly and of public demonstration of the trade unions. At its request we sent a letter of protest to the Japanese Prime Minister.

Mr. Nishimaki raised the matter again in July 1952 at our Stockholm Congress, which adopted a resolution drawing the attention of the Japanese Government to the I.L.O. Conventions and Recommendations relating to freedom of association, the right to organize and bargain collectively, industrial relations, etc.

DISMISSAL OF JAPANESE RAILWAY TRADE UNION LEADERS

In Japan it is the practice that the full-time chief officials of the railway trade union are on unpaid leave of absence from the railway service. Following a work-to-rule action by the Union in December 1952, the railway administration dismissed the three chief officials of the Japanese National Railway Workers' Union. The Union applied to us for help and advice. We suggested that they should sue the Railway Corporation for unlawful dismissal, a suggestion upon which they took immediate action. We further availed ourselves of an offer made by the I.C.F.T.U., whose Asian representative, Mr. Mungat, was due to visit Japan in the middle of March. Mr. Mungat made representations to the deputy Minister of Labour and the acting chairman of the Railway Corporation. Both these dignitaries pointed out that the Union had acted in defiance of the Government and maintained also that it had acted in defiance of the law. They laid stress on the fact that the Labour Committee of Parliament had condemned the Union and requested the Government to take moderate action against it. They held that the dismissal of the three Union officials was the least the Government could do in response to the Parliamentary Committee's request. They refused to take any steps for the moment as the matter was before the courts.

We have no information as to later developments.

THE MATSUKAWA DERAILMENT AFFAIR

At the request of Brothers Hideyoshi Nukaga, General Secretary of the All-Japan Council of Traffic and Transport Workers' Unions, and Kaname Shibaya, President of the Japanese National Railway Workers' Union, we sent a telegram to the Japanese authorities on 5 November 1953, urging that the Japanese railwaymen accused of being responsible for what is known as the Matsukawa Derailment Affair should have a fair trial.

This is an old affair. In August 1949 twenty railwaymen and other shopmen were arrested on a charge of having been responsible for derailing a train near Matsukawa station. Although it is stated that there was no material evidence against them, five of them were sentenced to death, five to life imprisonment and ten others to imprisonment for terms varying between three-and-a-half and fifteen years. This occurred at a time when public feeling was being stirred up against trade unionists by the reactionary newspapers and by radio, and the sentences were pronounced in circumstances which give every reason to suspect a miscarriage of justice. The case has caused a lot of feeling. An appeal was made to a higher court, and was still under consideration by an Appeal Court at the time this report was being written.

JAPANESE FISHERMEN AND THE RHEE LINE

The Japanese Seamen's Union cabled us on 9 September 1953 asking us to take up with the South Korean Government the denial of fishing rights to Japanese fishing boats off the South Korean coast. We sent an appropriate cable to President Syngman Rhee the same day.

The facts of the case are fairly well known. In January 1952 President Syngman Rhee proclaimed South Korean sovereignty over 35,000 square miles of international waters adjoining his country's coast, and extending up to 130 miles from the Korean shore and up to within 60 miles of Japanese territory. The line enclosing this area is internationally known as the Rhee line.

Since then South Korean naval craft have been constantly harassing Japanese fishing vessels fishing within the Rhee Line. A new declaration on 7 September 1953 announced the South Korean Government's intention to intensify control as from the following day. This was the occasion of the cable from the Japanese Seamen's Union.

A more recent report from the union reveals that on 19 November 1953 no fewer than 451 Japanese fishermen were convicted by South Korean courts and sentenced to terms of imprisonment. The union is very much concerned about the matter, as Japan, with a large population and comparatively small arable territory, is greatly dependent on its fisheries for feeding its people. In a letter of 15 December it asks the I.T.F. to take the matter up with the United Nations.

TUNISIAN RAILWAYMEN'S FEDERATION

The Assistant General Secretary visited Tunisia following the political disturbances that shook that country in the beginning of February 1952, and took advantage of the opportunity to make contact with a number of trade unions, including the Tunisian Railwaymen's Federation, which expressed a desire to establish relations with the I.T.F.

In view of political circumstances we had to proceed cautiously, and we asked the French Railwaymen's Federation to make enquiries. As a result the Tunisian Federation was admitted to membership of the I.T.F. at the Executive Committee meeting held in connection with our Stockholm Congress, in July 1952.

On 1 April 1952 the Tunisian Federation of Trade Unions called a strike to protest against the deposition of the Tunisian Government by the French Governor. The Tunisian Railwaymen's Union accordingly called its members out on a 24-hour strike. The two railway undertakings then dismissed 380 members of the Union and inflicted other penalties (down-grading, change of service, pay reductions, etc.) on many others. On 17 April, the Tunisian Government decreed an amnesty for all workers who had taken part in the strike. With some delay, the two railway undertakings reinstated a number of the men but there were still 87 victims and all penalties against other railwaymen were maintained.

At the request of the Tunisian Union, we made representations to the French Government, and on 26 November the Assistant General Secretary had an interview with M. Maurice Schuman, the French Minister for Foreign Affairs, who was sympathetic and who later asked the French Resident-General in Tunisia to press the railway companies for a revision of the penalties, though he pointed out that the French authorities in Tunisia could do no more than make recommendations to the companies. The Ministry informed us, at the end of December,

that as a result the Compagnie Fermière des Chemins de fer Tunisiens (a private company operating the State railways) was willing gradually to reinstate sixty men if they applied for employment. The Sfax-Gafsa Company (which is privately owned) was unwilling to do anything.

At its meeting in London on 20 February 1953 the Executive Committee of the I.T.F. adopted a resolution approving the steps taken by the Secretariat in connection with the Tunisian question; declaring that "the claims put forward by the members of the I.T.F. in Tunisia form part and parcel of the general aim of those Tunisian workers and citizens who are trying to secure a larger voice in decisions affecting the economic, social, cultural and civic progress of their country", and expressing sympathy with this aim; disapproving of the action of the companies in "inflicting and maintaining penalties"; noting "the conciliatory disposition and intentions expressed by the French Government"; and urging "the French authorities to use more resolutely and effectively their powers and their influence to induce the railway companies concerned to take the conciliatory steps that are called for by the I.T.F. and also desired by the French and Tunisian Governments".

This resolution was communicated to the French Foreign Minister, who received Mr. Ferri-Pisani and the Assistant General Secretary on 6 March. He appeared disappointed that his earlier recommendations to the authorities in Tunisia had had little or no effect and agreed wholeheartedly with the suggestion that an I.T.F. delegation should investigate matters on the spot and negotiate with the authorities and railway companies.

Messrs. Ferri-Pisani and Tofahrn proceeded to Tunisia, where they arrived on 16 March and stayed until the 21st. They had interviews with the French Resident-General, the Director of Public Works (the Minister in the Tunisian Government responsible for railways) and the managers of the two railway companies.

The Resident and the Director of Public Works were sympathetic, but all the managers would do was to promise to report to their head offices. We consequently asked the French Government to tackle the boards of directors. By a letter of 5 May 1953 we were informed that at conversations with the chairmen of the two companies they had promised some concessions. We learned at the end of the month, however, that the promises had not been kept.

Progress was considered by the Executive Committee of the I.T.F. at its meeting in Copenhagen on 29 and 30 June 1953. It adopted a resolution (approved by the meeting of the General Council which met immediately following, on 1 and 2 July) thanking the French Foreign Minister and the Resident-General in Tunisia for the support they had given to the I.T.F. in its efforts on behalf of the Tunisian railwaymen, but expressing disappointment at the results and asking for continued support, "even to the extent of cancelling the concession under which the Sfax-Gafsa Railway Company operates a part of the Tunisian railway system".

The matter came up again at the I.T.F. Railwaymen's Conference in Rome from 26 to 31 October 1953, where the following resolution was adopted:

"The I.T.F. International Railwaymen's Conference, held in Rome from 26 to 31 October 1953, has heard the Tunisian delegates declare: (1) That the private companies which manage the railways on behalf of the State are more concerned with the interests of their shareholders resident outside the country than they are with the service rendered to the community by the railway system; (2) That there is serious restriction of freedom of association, parallel with repression of the political activity of Tunisian citizens, who ask that their country shall be governed by an assembly of representatives of the Tunisian people; (3) That the relations between the Tunisian Railwaymen's Federation and the railway companies has been poisoned by the vicious policy of reprisals against hundreds of members of the Federation; (4) That the personnel policy of the railway companies prevents Tunisians from securing many posts. It also treats Tunisian railwaymen as poor relations in regard to social security and the housing policy of the railway companies.

"The Conference also noted the report of the Secretariat of the I.T.F., from which it appears that the French Government is unwilling or unable to impose its will on the companies that operate the railways in Tunisia.

"After careful consideration the Conference calls for the restoration of freedom of association and industrial relations in accordance with democratic practice, and asks the Executive Committee of the I.T.F. to take all useful measures to secure the cancellation of the penalties on the railwaymen who took part in the strike of 1 April 1952, and to support the legitimate claims of the Tunisian railwaymen, and particularly the elimination of all practices that look like racial discrimination."

This resolution was communicated to the French Foreign Minister, who was asked to meet a representative of the Tunisian Federation and the Assistant General Secretary of the I.T.F. Up to the end of 1953 no reply has been received.

The difficulties of the Tunisian Railwaymen's Federation have, of course, a political background. The Tunisian people, like most of the peoples of Africa, is striving for self-determination. It wishes to become master in its own house and progressively free itself from French tutelage. The Federation endorses this claim, while the French-managed railway companies, like all other French employers, oppose it. The tensions and conflicts resulting from the movement for national autonomy are therefore not confined to the field where the political forces of Tunisia and France meet, but extend to the relations between Tunisian trade unions and French employers.

There is also in Tunisia an unsolved organizational problem. Non-Communist European railwaymen in the country are either members of the Communist trade union or are not organized at all. There are plans

afoot for setting up another free trade union of railwaymen. The Executive Committee of the I.T.F. does not endorse these plans, but considers that Tunisian and European railwaymen should be organized in one single free trade union.

EAST AFRICAN RAILWAYMEN

In January 1953 the Secretariat received an appeal for help from the East African Railways Asian Union. It appeared that the British Government had appointed a Commission to enquire into salaries and general conditions of employment of civil servants in East Africa. The railwaymen had been excepted from the terms of reference of the Commission because it had been decided that the Railway Management would submit its own proposals to the Salaries Commission. The Railway trade unions were not to be given direct access to the Commission but could only submit petitions to the Railway Management.

We enlisted the help of a railwayman M.P., Mr. D. T. Jones of the N.U.R., who took the matter up with the Colonial Secretary and stated again and again the view of the I.T.F., namely that the railwaymen in East Africa were entitled to the status either of industrial workers or civil servants. If they were to be considered, as hitherto, as civil servants, they ought to be placed on a footing of equality with other civil servants and consequently be enabled to present their claims to the Salaries Commission without their case being prejudiced by management proposals. On the other hand, if they were to be treated as industrial workers, their unions should have the right to use all means at the disposal of industrial trade unions, including collective bargaining and the right to strike.

After a good deal of vacillation the Colonial Office and the Government of the Colony conceded the claim and decided to put the Railway trade unions of East Africa on a footing of equality with those of other civil servants. The correspondence revealed, however, that negotiating machinery and procedure on the railways left much to be desired, and it may be presumed that further representations will be necessary.

PORT AND SHIPPING WORKERS OF EAST AFRICA

In April 1952, the British T.U.C. and the I.T.F. made representations to the Kenya Government and complained of (i) non-recognition of the union by the employers in the port of Mombasa; (ii) victimization of three leading trade unionists; and (iii) excessive overtime. The Kenya Government replied in May that it was not in a position to force the employers to recognize the trade union but was using its influence with a view to establishing proper industrial relations. In the Government's view, the case of victimization had not been substantiated. The Government recognized that overtime in the port of Mombasa was excessive but stated that the port was far too small for its traffic and that there was a shortage of skilled dockers. It claimed that it was trying to improve the facilities of the port and to increase the available labour force.

One of the victimized union leaders reported to us in September that overtime had been cut considerably. He added, however, that as basic wages had not increased the employees were no better off. From his report it appeared further that the Union had virtually ceased to exist.

URUGUAYAN RAILWAYMEN'S FEDERATION

Knowing that the organization had been having some difficulties following repressive measures taken by the Uruguayan Government, in consequence of strikes which took place early in the year, we wrote to the Uruguayan Railwaymen's Federation in September 1953 asking if we could be of assistance in any way.

It is satisfactory to report that the Federation replied, on 10 November, that the movement was successfully overcoming its difficulties, so that for the time being they had no need to call upon our services.

URUGUAYAN TRANSPORT WORKERS

In a letter dated 18 September 1952 our affiliated Railwaymen's Federation in Uruguay asked us to give moral support to the road transport workers of Montevideo, who had struck on 11 September for an increase of wages, after protracted but unsuccessful negotiations.

At the same time, a minor dispute broke out in a textile undertaking and the authorities discovered that it had been engineered by Peronist agents. This led the Government to take immediate public security measures, which entailed the suspension of individual rights and guarantees. The meetings of many trade unions were prohibited, and headquarters were closed, and the leaders of striking unions, including those of the Passenger Transport Workers' Union, were arrested. As a result, other trade unions came out on sympathetic strikes and the Government called out the troops.

At the request of the Railwaymen's Federation, we sent a cable to the President of the Republic, expressing the view that public security measures that had been taken were excessive since they had resulted in the arrest of trade union leaders and the interruption of normal trade union work. We asked for the immediate release of the arrested leaders of the Passenger Transport Workers' Union and the re-establishment of normal functioning of the trade unions.

THE STRIKES IN FRANCE

The General Secretary made two trips to France in connection with the wave of strikes which occurred there during July and August 1953. The first time he went with the General Secretary of the I.C.F.T.U., Brother J. H. Oldenbroek, and the second time with the Chairman of the I.T.F. Railwaymen's Section, Brother G. Devaux. The latter stayed on in Paris in order to be of assistance to our French Railwaymen's Federation, but the strike ended a few days afterwards. The occasion of these strikes called for some gesture on the part of the I.T.F., and a press communique was issued deploring the reactionary social policy of the French Government, which was responsible for the unrest among the French workers, and expressing the solidarity of the I.T.F. with its French comrades.

CYPRIOI DOCKERS

On 27 October 1952, we received a letter from the I.C.F.T.U. quoting a telegram received from its affiliated organization in Cyprus, stating that 350 lightermen and dockers in Limassol were on strike and that the situation was desperate. The information contained in the telegram was too scanty for a proper appraisal of the dispute, and we replied that with insufficient knowledge it was impossible for the I.T.F. to judge whether international sympathetic action was warranted.

On 6 November we obtained from the I.C.F.T.U. fuller information showing that the dispute was a genuine industrial one. It appeared that the Lightermen's Union of Limassol had secured a collective agreement in August 1952 following a five-day strike. The conflict in October had been the result of systematic violation of the agreement by the employers. The Limassol dockers had joined the strike in support of the lightermen and the shipowners had been compelled to direct their ships to Famagusta, the other port in Cyprus. Negotiations took place between 18 and 24 October on the initiative of the Labour Commissioner of the Government of Cyprus, but they led to no result. After three weeks' strike, the union was in considerable financial difficulty. Communist elements in Cyprus had mobilized the W.F.T.U., which had promised support and financial assistance.

On considering the facts, we came to the conclusion that sympathetic action should first be taken in Cyprus itself, that is to say by the dockers of Famagusta, and that only if that extension of the conflict proved insufficient would there be reason to consider action outside Cyprus, presumably in Greece, Turkey, and Egypt. In the latter two countries the I.T.F. has no influence among the dockers and in view of the intimate relations between the trade unions in Cyprus and those in Greece, action in Greece could probably have been taken without any intervention by the I.T.F.

Consequently, after consultation with the Chairman of the Management Committee, we informed the I.C.F.T.U. that the dockers' union concerned in the dispute was not affiliated with the I.T.F. and that the nature of the dispute itself afforded insufficient reason for engaging in sympathetic action in ports outside of Cyprus. We added that we had learned that the British Trades Union Congress had approached the Colonial Office and that a further approach by the I.T.F. to the same authority would add nothing to the efficacy of the T.U.C.'s action. Finally, we stated that we could not see our way to grant financial assistance, since this was as a rule reserved for affiliated organizations.

The I.C.F.T.U. referred to us in January 1953 a request from the Cyprus Workers' Confederation for advice on a Bill to regulate employment of dockers. A study of the Government's document showed that several unsuitable provisions were contemplated and the Cyprus Confederation was advised as to the amendments it should seek to obtain.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA—CANADIAN DISTRICT

The Canadian District Office of the Seafarers' International Union of North America wrote us on 29 September 1953 that its members had voted to strike on Canadian deep-sea ships as from 28 September, and asked for our support.

We cabled for further information, and from the reply received it appeared that the union had been negotiating unsuccessfully, for seven months, for increased wages and a 40-hour week, and that their claims had been rejected, first in negotiations with the companies and then by a Conciliation Board.

We consequently circularized affiliated dockers' and seafarers' unions, on 6 October, asking for their support and sending a list of ships affected.

No further action by the I.T.F. was called for, as the strike ended on 23 October on terms reasonably satisfactory to the union. Mr. Hal C. Banks, Canadian Vice-President, wrote on 27 October expressing appreciation of the help given.

INDIAN SHIPS' OFFICERS

In August 1952 the Maritime Union of India informed us that a crisis had been reached in their negotiations for an increase of wages with the Scindia Company, the most important Indian shipping firm. It appeared that the Indian shipowners were determined to resist all demands, and the Union feared that it might have to resort to strike action. Unions affiliated with the I.T.F. which organize ships' officers were informed of the situation and asked to prevent the enlistment of officers for strike service.

The discussions between the Union and the Scindia Company ended in a complete deadlock, which still prevailed when the General Secretary of the I.T.F. arrived in Bombay in October 1952. In consultation with the Executive of the Maritime Union of India, he succeeded in getting the two parties around the conference table again and the threatening strike was averted.

TRINIDAD AND TOBAGO RAILWAYMEN

In October 1951, the Trinidad and Tobago Transport Workers' Council sent us the draft of an ordinance relating to the administration of the government-owned railways of the colony and asked for our opinion and advice. From a study of the draft it appeared that no satisfactory provision was being made to determine the method of fixing conditions of employment, and we advised the Council to ask for the insertion of a provision similar to that contained in the British Transport Act, 1947. In addition, we made a similar suggestion to the Colonial Office in London. In a letter dated 30 August 1952, the Colonial Office informed us that in the final text of the ordinance the following provision had been included:

“(4) It shall be the duty of the Board, except so far as the Board is satisfied that adequate machinery exists for achieving the purposes of this subsection, to seek consultation with any organization appearing to the Board to be appropriate, with a view to the conclusion between the Board and that organization of such agreements as appear to the parties to be desirable with respect to the establishment and maintenance of machinery for—

“(a) the settlement by negotiation of terms and conditions of employment of persons employed by the Board;

(b) the promotion and encouragement of measures affecting the safety, health, and welfare of persons employed by the Board and the discussion of other matters of mutual interest to the Board and such persons, including efficiency in the operation of railway service.”

The Transport Workers' Council was very pleased with the result and expressed gratitude for the technical and political assistance extended to it.

CUBAN CIVIL AVIATION FEDERATION

Early in August 1953 the Federation asked us to support its claim that workers employed by two commercial undertakings operating in a military airport should be granted the same rights as personnel at civil airports in Cuba. We wrote to the President of the Cuban Republic, and to affiliated and other friendly unions in Latin American countries requesting them to approach the Cuban Governments on the lines suggested. We have received word that the civil aviation workers' unions in Brazil complied with the request.

We have received a letter, dated 1 October, from Mr. Calixto Sánchez Whyte, General Secretary of the Federation, expressing “profound gratitude” for our “most effective efforts” and stating that the Cuban Government seems inclined to give its attention to the matter, as negotiations have been opened between the Cuban Minister of Labour and the Federation.

THE EIGHT-HOUR DAY ON THE GREEK RAILWAYS

In spite of the pressure the I.T.F. has been bringing to bear on the Greek Government for a number of years, there are still—according to the Government's own statements—some 3,000 Greek railwaymen who do not enjoy the benefits of the eight-hour day.

At the International Labour Conference in 1952 the Greek Government's representative reported that a decree on working hours on the railways had already been drafted, and would be promulgated in the near future. At our Stockholm Congress, however, it was reported that the promise had not been kept. The Congress adopted a resolution of protest, which was communicated to the Greek Government, but no reply was received. In June 1953 the matter was again raised at the International Labour Conference, but the Greek Government put up the plea of financial difficulties, which was unfortunately accepted by a government and employer majority on the Enforcement of Conventions Committee.

At the I.T.F. International Railway Conference, held in Rome from 26 to 31 October 1953, the following resolution was adopted:

"The I.T.F. International Railway Conference, meeting in Rome from 26 to 31 October 1953, and recalling the resolution adopted by the I.T.F. Congress of 1952, expresses its indignation at the refusal of the Hellenic Government to extend the eight-hour day to 3,000 railwaymen, and regards the argument of financial difficulties, put forward by them, as entirely unacceptable.

"The Conference calls attention to the fact that Greece has not only ratified the international eight-hour Convention of 1919, but also that its representatives at the International Labour Conferences of 1951 and 1952 promised shortly to introduce the eight-hour day in all railway services.

"It once more appeals to the Hellenic Government finally to honour its signature and its word."

RHODESIAN AFRICAN RAILWAYMEN

The three territories of Bechuanaland, Southern Rhodesia and Northern Rhodesia are served by a single railway undertaking. The Joint Industrial Council of the Rhodesia Railways was due to meet at the end of January 1953 in Bulawayo, but the Southern Rhodesian authorities did not allow the President of the Northern Rhodesian African Railwaymen's Union to enter their territory. In the circumstances the Southern Rhodesian African Railway Employees' Association refused to attend the J.I.C. meeting, which was consequently cancelled. We had some correspondence with the Northern Rhodesian Government which stated that the matter was discussed between the two Governments concerned and that it was hoped that an arrangement ensuring proper functioning of the J.I.C. would be agreed to.

LEAGUE OF MEXICAN AIR LINE PILOTS

It will be recalled that our Stockholm Congress adopted a resolution protesting against the nonrecognition by the Mexican Aviation Company, of the League of Mexican Air Line Pilots, and the refusal, by the Mexican Minister of Labour, to grant the League legal bargaining status as a trade union.

In accordance with the terms of the resolution, it was communicated to the Mexican President, Minister of Labour, and Supreme Court. Only the latter answered, to the effect that the matter was being dealt with through the usual channels. No further communication has been received.

In May 1953 we raised the matter with the O.R.I.T., the Latin-American regional organization of the I.C.F.T.U., which has since been in touch with the League, but up to the end of 1953 no results had been achieved.

The League would like to affiliate with the I.T.F., but considers it inadvisable to do so before it secures the legal status as a trade union which would to some extent protect its members against victimization. It actually secured this status in 1936, but it was later withdrawn as a result, so it is said, of pressure brought to bear on the Government by the Company.

VI.

Regional Organization

NEW YORK REGIONAL OFFICE

It will be recalled that in 1950 an arrangement was made with the I.C.F.T.U. whereby we would share their New York Office, contributing towards the cost, for the time being, the sum of \$12,000. It was understood that we would further take care of any increases of salaries, and any special expenses connected with travelling, etc. It was expected at the time that the office would be able to take over the representation of the I.T.F. with the United Nations Organization and its subsidiaries, particularly the ECOSOC; and also that other international trade secretariats would join in, and thus make possible a reduction in the cost. The arrangement came into force on 1 July 1950.

At its meeting in Copenhagen in June 1953 the Executive Committee reviewed the situation, and came to the conclusion that the benefits deriving for the I.T.F. from the expenditure involved (which had since increased considerably), were not such as to justify its continuance. In addition representation with ECOSOC had called for so little activity that it could be regarded as negligible, while the expectation of participation by other international trade secretariats had not been realized.

We consequently advised the I.C.F.T.U., in a letter dated 6 August 1953, that we wished to discontinue the arrangement. The matter was subsequently discussed with Brother Oldenbroek, and arrangements were made that the New York representative of the I.T.F. should have a single room in the offices of the I.C.F.T.U. and operate separately from that organization. Arising out of the arrangement we had regretfully to terminate the services of Mr. Dorchain's Secretary, Miss Crandall.

HAVANA SUBSECRETARIAT

As a result of the arrangements made by Brother Trifón Gómez and the General Secretary when they visited Havana in August 1951, our Latin-American Subsecretariat had every appearance, at the beginning of 1952, of having made a fair start with its work, though, apart from Cuban affiliated organizations and a token annual contribution of \$50 from the Uruguayan Railwaymen's Union, none of the Latin-American affiliated organizations had paid any affiliation fees.

In March, however, the *coup d'état* of General Batista in Cuba came to disturb the prospects, and the introduction of a regime which must be regarded as totalitarian greatly restricted the activities of the Subsecretariat. First and foremost it put a stop to the financial contributions even of the Cuban transport workers' unions, as well as those of the Cuban Confederation of Workers, and this compelled our regional secretary, for lack of funds, to give up his permanent post and try to do the work in his spare time. As a result, the activities of the Subsecretariat practically ceased.

Brother Gómez and the General Secretary attended the second congress of the O.R.I.T., which was held in Rio de Janeiro from 12 to 17 December 1952, for the purpose of making personal contacts with the representatives of the transport workers of the different Latin-American countries and to try to secure the affiliations of Brazilian transport workers' unions. They had an opportunity of talking with the secretary of our Regional Subsecretariat who had no suggestions to make as to what should be done.

In February 1953 the Executive Committee came to the conclusion that the Secretariat in Havana could not function properly under existing political conditions and should be closed down. In a letter of 27 January the secretary in charge, Mr. Rafael Otero Borlaff, had informed us of his inability to carry on with the work. After the *coup d'état* of March 1952 the Cuban Confederation of Trade Unions had ceased to grant the material facilities required for the functioning of the Secretariat, and the affiliated Cuban organizations were not paying their affiliation fees. The Secretariat had been kept going by O.R.I.T., the Latin-American subsidiary of the I.C.F.T.U. The O.R.I.T. Congress held in Rio in December 1952 had decided to transfer the seat of the O.R.I.T. to Mexico. With this transfer the last material facilities for the functioning of the Secretariat disappeared.

While at the O.R.I.T. Congress in Rio de Janeiro in December 1952, the General Secretary was able to make some useful contacts with transport workers' representatives from Argentina (in exile), Brazil, Chile, Cuba, Uruguay, and Peru, but trade union organization in Latin-America is not made easier by the fact that at a conference in February 1952 Peron took steps to set up a rival organization to the O.R.I.T. Fortunately it does not seem to be making any very great headway.

It may be mentioned also that in April, May, and June 1952 Brother Gomez made a seventy-day trip through Latin America for the I.C.F.T.U., in the course of which he was also able to make a number of useful contacts.

BOMBAY REGIONAL INFORMATION OFFICE

Our Regional Information Office in Bombay continues to do as well as ever its useful work of collecting information about trade union activity and working and social conditions in the transport industries in the Asiatic countries and in disseminating this information, and information about the I.T.F., in those countries by means of a Press Report.

Its secretary, Brother Joviano Soares, was elected Assistant General Secretary-Treasurer of the Indian Seafarers' Federation, which was constituted in May 1953. This made it necessary for him to resign the General-Secretaryship of the Maritime Union of India, and our Office was consequently transferred to the headquarters of the new Federation, also in Bombay.

Until then he had been running our Office in an honorary capacity, without any sort of remuneration, but on the transfer arrangements were made to pay him an honorarium of 200 rupees a month, on the understanding that the total budget of the Office was kept within the monthly

figure of 900 rupees. Since the General Secretary of the Indian Seafarers' Federation, Brother A. K. Mohamed Serang, has adopted a staff policy which precludes the employment of women, it was, to our great regret, necessary to discontinue the services of Mrs. Kamdar, who had been acting as Mr. Soares' assistant.

INDIAN SEAFARERS

On the occasion of the meeting of the Joint Maritime Commission of the I.L.O. in Geneva in May 1952, the General Secretary had an opportunity of discussing with Brothers J. F. Soares, Regional Representative of the I.T.F. in Bombay, and Aftab Ali, of Pakistan, the position of the seamen's movement in their two countries as a result of the partition of India. It appeared that while some recovery had been made in spite of the endeavours of the Communists to capture the movement, there were far too many unions. It was satisfactory to find, however, that there were prospects of cooperation between the seamen of the two countries if greater national unity could be achieved. A suggestion that endeavours should be made to set up national seafarers' organizations both in India and Pakistan was welcomed, and it was urged that participation in the negotiations by a representative of the I.T.F. would be particularly important for the success of the plans.

After a preliminary exploration of the matter a report was laid before the Management Committee of the I.T.F. in October 1952. After consulting the President and Vice-President of the I.T.F., the Committee instructed the General Secretary to go to India to see what could be done. In the meantime it was learned that Mr. J. H. Oldenbroek, General Secretary of the I.C.F.T.U., was also about to travel to India to inaugurate the Asian Trade Union College in Calcutta. It was agreed that they should travel together and use the opportunity to visit Egypt to investigate the situation there. They set out by air on 21 October, and the General Secretary returned on 14 November.

In Bombay he found a cooperative spirit among the leaders of the four seafarers' organizations who participated in the discussions, and after a series of meetings agreement was reached on the principle of forming a national seafarers' organization. It was also decided that a deputation of four members should accompany the General Secretary to Calcutta to discuss the same question with the democratic unions there.

During the three-day stay in Calcutta three meetings were held, in which over twenty representatives of some ten different groups of seafarers took part. Here, too, agreement was reached on the principle of forming a national seafarers' organization, and a Preparatory Committee was set up to draft a constitution and arrange for the holding of a National Constituent Congress either in Bombay or Calcutta, and if possible in March or April 1953. There was some delay with the preparatory work, however, and the Congress, which was held in Bombay, did not actually take place until 9, 10 and 11 May 1953.

It was attended by our General Secretary who took part in the discussions on the Congress arrangements and the final text of the draft constitution; and also by Brother W. Dorchain, our representative in the United States, who was detached to India, as from the middle of April, to assist in the preliminary discussions and in the organizing of the Congress.

In itself the Conference was a pronounced success. It was attended by some 100 delegates from the different seafarers' unions in Bombay, Calcutta and Surat, and developed in an atmosphere of great enthusiasm, which augured well for the future. When our General Council met in Copenhagen on 1 and 2 July 1953, therefore, it authorized continuance of the work, at a cost, including that already incurred, of some £4,325; to cover the organization of the Congress, the establishment of offices for the new Federation, office equipment, and partial payment of salaries for a period of six months.

Similar plans were afoot for Pakistan, and also for making joint arrangements for contacting seafarers of India and Pakistan, sailing on British ships, during their stay in British ports.

Unfortunately it has to be reported that things have not turned out so well as had been hoped and expected. Difficulties arose, partly those inherent in the situation and partly of a personal character, and by the end of 1953 only one of the main organizations in Bombay had finally ratified its affiliation with the Federation, while plans to extend the Federation's influence to Calcutta were also hanging fire. It was therefore decided to suspend, for the time being, further financial assistance to the Federation. We have not lost hope, however, that when our Congress meets in London, we shall have a happier tale to tell.

PAKISTAN SEAFARERS

We have also been interested, during the period, in unifying the seafarers' trade union movement in Pakistan. The problem was complicated by the fact that the country is divided into two widely separated parts, East Pakistan and West Pakistan, and that a majority of Pakistani seamen have to find employment in Indian ports.

The General Secretary of the I.T.F. had intended to visit Karachi, in West Pakistan, and Chittagong, in East Pakistan, on the occasion of his first visit to the Indian Continent, but transportation difficulties made this impossible. He did meet Mr. Aftab Ali in Calcutta, however, and was able to discuss the situation and prospects with him. We later (in January 1953) received a letter from Mr. Aftab Ali about a newly-established seamen's union at Khulna, about 40 miles from Calcutta. It appears that this port is destined to become eventually an important shipping centre, when Pakistani seamen (who represent about 80 per cent of the seamen in Calcutta) will be able to become residents in their own country and be looked after by their own union. Our Executive Committee considered the matter at its meeting in London in February 1953, and decided to grant a subsidy of £2,000 to the Khulna Seamen's Union, towards the cost of acquiring or building an office as headquarters.

Since then a great deal of progress has been made, and on 27 and 28 September 1953 the General Secretary of the I.T.F. was able to attend the inaugural congress of the Pakistan Seafarers' Federation, which took place at Karachi. Brother Aftab Ali was elected President of the new Federation, which decided to affiliate with the I.T.F., and to enter into formal negotiations with the Indian Seafarers' Federation, the I.T.F. and the British National Union of Seamen, with a view to establishing a joint organization in the United Kingdom to look after the interests of their members.

The Congress was opened by the Prime Minister of Pakistan, Mr. Mohammed Ali.

ASIAN RAILWAYMEN

During his visit to India in October 1952, the General Secretary paid a visit to the headquarters of the All-India Railwaymen's Federation (now National Federation of Indian Railwaymen, as a result of its amalgamation, in June 1953, with the Indian National Railway Workers' Federation), at Madras. In addition to visiting the railway workshops, meeting the Federation's Council and taking part in an open-air meeting of railway workers, he had talks with Brother Guruswami, General Secretary of the A.I.R.F., about the desirability of increased I.T.F. activity among the Asian railway workers, and the possibility of holding an Asian Railwaymen's Conference under our auspices.

Our Management Committee considered the matter at its meeting of 19 January 1953, and decided to ask Bro. Guruswami to undertake a tour of the different Asiatic countries for the purpose of ascertaining how many organizations would be eligible to participate in such a conference. A month later the Executive Committee, meeting in London, approved in principle the calling of the Conference.

Mr. Guruswami set out on his journey on 23 April, and visited Hong Kong, the Philippines, Thailand and Burma. He was able to contact a number of organizations with which we had not previously had relations, and prospects for a successful Railwaymen's Conference seemed to be propitious, provided it could be held in September in connection with the proposed I.L.O. Conference in Tokyo.

We were planning accordingly, but owing to delay of the necessary invitation from the Japanese Railwaymen's Union we regretfully decided, in the middle of August, that it would be necessary to postpone the Conference. At its meeting in November the Management Committee decided to drop for the time being the idea of an Asian Railwaymen's Conference, and to consider holding at a later date a general Asian Transport Workers' Conference.

AFRICA

See note on Rhodesia Railway African Workers' Union, page 40.

of the I.C.F.T.U., the one representative on the Emergency Committee, and the expenses of members of the Liaison Committee in connection with its meetings, are being borne out of this fund.

The I.T.F.'s contribution for 1952, calculated on a financial membership of 4,589,772, amounted to £229 10s. 0d., and the same amount was paid for 1953.

The question of the affiliation of individual trade unions to the I.C.F.T.U. was again the subject of a prolonged discussion, the outcome of which was that if the I.C.F.T.U. accepts such organizations into affiliation it will be with the aim of having representation in countries where a national trade union centre does not exist. It was regarded as unlikely that such organizations would apply for affiliation to an I.T.S. should the I.C.F.T.U. refuse to admit them. The I.C.F.T.U. regards the establishment of such footholds as very important in its struggle against Communism and Fascism. It was understood that this question of direct affiliations to the I.C.F.T.U. could only be decided by the Executive Board of the I.C.F.T.U. itself, since the I.C.F.T.U. does not interfere in the internal affairs of the I.T.Ss.

It was further decided that the I.C.F.T.U. should continue to carry on general propaganda for the I.T.Ss. by publishing regularly the news items which they send it.

The Secretariat of the I.C.F.T.U. was asked to prepare a memorandum on collaboration between itself and the I.T.Ss. in the fields of economic research, publications and publicity, translation and interpretation.

PARTICIPATION OF THE I.T.Ss. IN REGIONAL ACTIVITIES OF THE I.C.F.T.U.

In connection with the meeting of the I.C.F.T.U. and the I.T.Ss. in Berlin at the end of June 1952, a conference was held to consider the question of the participation of the I.T.Ss. in the regional activities of the I.C.F.T.U. A number of I.T.Ss., had already been paying contributions to the I.C.F.T.U.'s Regional Fund as a result of the resolution adopted at the General Conference of the I.T.Ss. held in Amsterdam in December 1950. (It will be recalled that the meeting of the General Council of the I.T.F. held in Marseilles in October 1951 decided to ask affiliated organizations to pay an additional sum of £1 per year per thousand members, one half of which should be handed over to the I.C.F.T.U. as the I.T.F.'s contribution to the Confederation's regional work, and the other half retained for the I.T.F.'s own very considerable work in this field.) The aim of the discussion in Berlin was to define tentatively the rôle of the I.T.Ss. in regional activities. It was emphasized that the I.T.Ss. must expand their own regional work and that their representatives engaged in this work should cooperate with I.C.F.T.U. regional offices. For the financing of their regional work the I.T.Ss. might turn to the I.C.F.T.U.'s Regional Fund but they were also expected to continue contributing to that Fund.

It was pointed out that there are regional activities, both of the I.T.Ss. and of national trade union centres, of which the Regional Fund Committee of the I.C.F.T.U. was not informed. In certain countries there was overlapping between the activities of such bodies and those of the I.C.F.T.U. The general opinion was that regional activities of the I.T.Ss. and international activities of national federations of trade unions should be carried on in consultation and agreement with the I.C.F.T.U.

The meeting of the General Council of the I.T.F. held in Copenhagen from 29 June to 2 July 1953, however, reconsidered the matter of our contribution to the I.C.F.T.U.'s regional work, and in the light of experience in the meantime came to the conclusion that in view of the special position of the I.T.F. the I.C.F.T.U. was not in the position to render it very much in the way of regional services. It therefore decided that the contribution towards the I.C.F.T.U.'s regional fund should cease, and the money retained for the I.T.F.'s own regional work.

VIII.

Relations with Various International Organizations

INTERNATIONAL LABOUR ORGANIZATION

The meeting of the Executive Committee of the I.T.F. held in London from 19 to 21 February 1953 had before it a report, prepared by the Secretariat, surveying the activities of the International Labour Organization on behalf of the groups of workers organized in the I.T.F., and expressing dissatisfaction with the progress made.

Criticism was not directed against the administration of the I.L.O., nor against the services of the Organization in preparing studies, disseminating information, and generally promoting higher social standards; but rather against the state of affairs at the policy and decision-making level.

In so far as the seafarers were concerned, criticism was voiced at the delay in bringing into force the nine maritime conventions adopted at Seattle in June 1946. Only three of them had secured, barely, the requisite number of ratifications, while prospects of implementation of the others, nearly seven years after their adoption, were extremely remote.

The seafarers were also anxious at the slowness in dealing with the problem of the competition arising from differences of working conditions in the short sea trades of North-Western Europe, raised with the I.L.O. following our Stuttgart Congress in July 1950. The Maritime Division of the I.L.O. had been very co-operative, and the Governing Body had on one occasion over-ridden a negative decision of the Joint Maritime Commission, and agreed to ask some competent international agency to deal with the economic aspect of the problem, while the I.L.O. itself dealt with the social side; but since then there had been considerable weakening. And it was as long ago as 1936 that an International Labour Conference adopted a Recommendation urging the Governments concerned to find a solution for the recurrent problem which besets the shipping trades of North-Western Europe.

The Dockers' Section also had its complaint. During 1946 and 1947 it had drawn up proposals for bringing up to date the current International Convention (No. 32) on the safety of dock labour, and following our Oslo Congress of 1948 they were submitted to the I.L.O. That body gave the matter consideration, at intervals, and so much time passed that the old Convention became due for a routine ten-yearly review, and in June 1951 it suggested that before action were taken on the I.T.F. proposals it would be desirable to give expert consideration to them "and all the other questions raised by the application of the technical provisions of Convention 32." This was sound enough, but might have been put forward earlier. And the matter continued to be shelved, and our hopes that the matter would be on the Agenda of the 1953 Conference were disappointed.

Another question of particular interest to dock workers was the limitation of the weight of loads to be carried by one man. A resolution asking for it to be included in the agenda of a future session was adopted by an International Labour Conference as long ago as 1938, and it was discussed by our Dockers' Section at our first post-war Congress in Zurich in 1946, and raised officially with the I.L.O. following our Oslo Congress in 1948. We tried to shorten procedure by taking the matter to the Inland Transport Committee at Nervi, in December 1951, but the results were disappointing, and made it clear that it is not much use referring such important questions to one of the industrial committees of the I.L.O. until they are given something more than merely advisory power.

The Inland Transport Committee is a tripartite body, so that all interests are represented, but all matters on which it thinks action should be taken must go through all the procedure of an International Labour Conference. Not only does this waste much time, but only a small part of the delegates to such a Conference are ever directly concerned with the particular question under discussion at any time. It was suggested in the report that much time, expense and effort could be saved by breaking it up into International Industrial Conferences, empowered to discuss and adopt international conventions for their respective industries. Indeed, something of the kind is already being done by holding—but only at very long intervals—maritime sessions of the International Labour Conference.

Another idea that has periodically agitated dockers' circles is co-ordination between ports on the Atlantic, Channel and North Sea coasts, in order to avoid uneconomic competition between them, and at the first session of the Inland Transport Committee, in December 1945, a resolution was adopted urging governments to give consideration to the matter, and suggesting a special conference of the countries concerned. No action followed, and at the fourth session of the Committee, at Nervi in 1951, we once more raised the matter of the competition between the ports, and asked the I.L.O. to undertake an enquiry into working conditions in them. In August 1952 we again urged the need of a tripartite regional conference, but in the following November the Governing Body turned down our request.

The report also complained of procrastination in connection with fishermen's questions. In August 1948 we had submitted to the I.L.O. a detailed programme intended to be the basis of an international convention dealing with the working conditions of this group of workers, and the matter had been constantly urged upon the I.L.O., which linked it with a plan to set up a Committee of Fishery Experts. Since then there had been no progress.

The same was said of a resolution of our Stuttgart Congress of July 1950, asking that the I.L.O. make an on-the-spot investigation into working conditions in the inland transport industries of Asia and Africa, in order to ascertain to what extent international labour conventions were being applied. Although the fourth session of the Inland Transport Committee, in December 1951, had backed the request, nothing had been done.

After considering this report the Executive Committee instructed the General Secretary to seek an interview with the Director-General of the I.L.O. and, while urging that the I.L.O. should bring a sense of urgency to all problems before it, to ask that the following three should receive top priority as far as the I.T.F. was concerned: (a) Holding of a tripartite regional conference for North-West European Shipping, with definite intention to arrive at practical results in the shortest time possible; (b) Inclusion of the question of the safety of dock work in the agenda of the International Labour Conference, with a view to the speedy adoption of a new international convention on the subject; (c) Setting up of the I.L.O. International Committee of Fishery Experts without delay, in order that progress can also be made with the solution of this industry's problems at the international level.

The interview with the Director-General of the I.L.O. took place on 28 May 1953. It can only be said that the General Secretary of the I.T.F. was received in an atmosphere of the utmost cordiality, and that the Director-General of the I.L.O, Mr. David Morse, showed the greatest understanding and sympathy for the case which was put to him. In an interview which lasted practically a whole day, and in which all the I.L.O. chiefs of departments concerned with transport were brought in, the problem of I.L.O. action on matters of interest to the I.T.F. was discussed in all its aspects.

The General Secretary returned from Geneva with the complete assurance that as far as the Director-General of the I.L.O. and his chief assistants were concerned everything possible would be done to secure more satisfactory results on transport problems. Coupled with the fact that the I.T.F. can on all occasions rely on the wholehearted support of the Workers' Group at meetings of the Governing Body, and other I.L.O. committees and conferences, this assurance justified hopes that the Geneva machine would in future function more satisfactorily from the I.T.F. point of view.

It is true that we have never experienced anything but courtesy and co-operation from the I.L.O. Administration, but there is no doubt that the frank exchange of views with the General Secretary of the I.T.F. was really appreciated, and its effects have already made themselves felt.

The Governing Body of the I.L.O. has now set up the Committee of Experts which is to go into the question of the Docks Safety Convention. The General Secretary has been made a member of this Committee, and assisted by two technical advisers will attend its first meeting in Geneva, from 26 April to 8 May 1954. The Committee of Fishery Experts has also been set up, and the I.T.F. has been asked to nominate the four workers' members who will sit on it together with four each representing the governments and the employers. This Committee is expected to meet in the spring of 1954 and to start work on some of the important social problems of this much neglected industry. Further, special attention is also being given to our request that the I.L.O. deal more effectively with the social aspects of the civil aviation industry. Here too we may expect the required I.L.O. machinery to take shape in the near future. The fifth session of the Inland Transport Committee of the I.L.O., which takes place in Geneva in the latter part of February, presents an opportunity to deal with various questions of the road

transport and docks industries, and to bring them to the point where concrete results can be expected. Finally, as far as the maritime industry is concerned, the Tripartite Sub-committee of the Joint Maritime Commission is to meet in April, to deal with the difficult situation in the coastal and short sea trades of North-Western Europe; the Joint I.L.O.-W.H.O. Committee on Seafarers' Hygiene meets immediately afterwards; the Governing Body is giving active consideration to the seafarers' demand for action on the Seattle Convention on Wages, Hours and Manning, and contemplates the holding of an International Maritime Labour Conference in the near future; and finally we must report that at the Asian Maritime Labour Conference of October last, which was also valuable in other respects, a deadlock on the most important question before it, the recruitment and engagement of Asian seamen, was only averted thanks to the courageous initiative of the chief I.L.O. official who was present.

All this shows, we think, that as far as the Administration of the I.L.O. is concerned, the utmost good will exists towards the I.T.F. It is now up to us and especially our affiliated unions, by ensuring the strongest possible representation and advocacy at I.L.O. meetings and conferences, and by enlisting all possible government support for our objectives, to see that this good will is translated into concrete results of the kind that will be of practical value to the workers of the transport industries.

Industrial committees of the I.L.O. The industrial committees of the I.L.O., including its Inland Transport Committee, are under attack by employers' organizations. For the present only reduction of the importance and limitation of the competence of the Committees is suggested, but the ultimate aim is doubtless their abolition.

The I.C.F.T.U. has taken in hand the defence of the Committees in co-operation with the Workers' Group of the Governing Body of the I.L.O. To this end it convened a meeting of the I.T.S. concerned in Brussels on 5 and 6 May 1953. The Assistant General Secretary took part in the discussions on behalf of the I.T.F. The Conference agreed that the Committees were important instruments at the service of the international trade union movement. The I.T.S. represented undertook to supply to worker members of the I.L.O. Governing Body a concise and well-reasoned statement showing the positive achievements of the various Committees.

In this connection the following resolution was adopted by the meeting of the General Council of the I.T.F., held in Copenhagen on 1 and 2 July 1953:

"The General Council takes cognizance of the fact that spokesmen for the employers' side are trying to diminish the importance and powers of the Industrial Committees of the I.L.O. and that governments are inclined to support their proposals. It considers that this move is part of a campaign to emasculate the I.L.O.

"The International Labour Organization of the United Nations is the only institution whose task it is to ensure that justice shall prevail in relations between workers and employers, and in social legislation, and whose task it is also to promote social progress. If it is to accomplish

its mission with increasing effectiveness it will have to improve and expand its subsidiary bodies. It needs to do this also for the purpose of adaptation to changes arising from the evolution of society. The Industrial Committees, one of which is the Inland Transport Committee, are required for this purpose. The Inland Transport Committee has done very useful work.

“The General Council therefore

“Protests energetically against any attempt to diminish the prerogatives and means of action of the I.L.O.;

“Demands insistently the maintenance and improvement of the Inland Transport Committee of the I.L.O.; and

“Instructs the Secretariat of the I.T.F. to bring this resolution to the knowledge of the Governing Body of the I.L.O.”

INTERNATIONAL CARGO HANDLING CO-ORDINATION ASSOCIATION

The members of this Association are Government Departments, public authorities, commercial organizations, port employers' associations, and various other bodies and persons. Its objects are stated to be the study of means and methods to secure a quicker turn-round of ships in port and the collection and dissemination of information on the subject. Early in 1952 its President contacted the I.T.F. and suggested that we should affiliate with the Association.

At its meeting in April 1952 our Executive Committee decided to send an observer to the Congress of the Association to be held the following June in Rotterdam. Brother R. Laan, Jr., of the Dutch Transport Workers' Union, was asked to attend. He reported that the main discussions at the conference centred round the mechanization of dock work. From what he said it appeared that the interests of dockers were affected by the activities of the Association and details of these activities were collected for the information of our Dockers' Section. The matter was further discussed by the conference of the Dockers' Section held in connection with the Stockholm Congress, which took note of the existence of the Association and agreed that its activities should be watched from the dockers' point of view.

I.L.O. COMMITTEE ON TRANSPORT OF MIGRANTS

The I.L.O. wrote on 16 July 1952 to inform us of the setting up of a Committee of experts to deal with the question of the accommodation and welfare of migrants on board ship. The I.T.F. was invited to send a representative to a meeting of the Committee to be held in Geneva from 22 to 27 September 1952. In agreement with the Chairman of the Management Committee, the General Secretary asked Mr. D. Tennant to attend.

The Committee discussed a draft of minimum standards of accommodation on board ships carrying migrants. Subsequently, the Governing Body of the I.L.O. gave instructions for the drafting of a revised text on the basis of the Committee's recommendations and its communication to the governments with a view to determining further action.

INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION

During the period under review the principal developments in connection with the implementation of the 1948 Convention providing for the establishment of the above-mentioned Organization have been as follows:

- (1) At the 17th session of the J.M.C. (Geneva, May 1952) the Ship-owners' Group opposed a resolution calling upon governments to implement the I.M.C.O. Convention, on the grounds that the J.M.C. was not competent in the matter, so that it failed of adoption.
- (2) A resolution on the subject adopted by the Stockholm Congress of the I.T.F. (July 1952) was communicated to the Secretary-General of the United Nations, who replied that it would be circulated to members of the United Nations and communicated to the Transport and Communications Commission when it met in New York in February 1953.
- (3) The Sixth session of the U.N. Transport and Communications Commission (February 1953) adopted a resolution urging the desirability of further action to hasten the bringing into being of the I.M.C.O., and recommending the Economic and Social Council of U.N. to continue to exert pressure upon the governments concerned.
- (4) The Fifteenth session of the U.N. Economic and Social Council (April 1953) adopted in April 1953 a resolution instructing that the efforts to secure the entry into force of the Convention be continued and that those States which have accepted the Convention be invited to consider what measures might be taken with a view to hastening the bringing into being of the Organization.
- (5) The fourteen governments which have already accepted the Convention met in London in October 1953 and expressed the view that the I.M.C.O. was urgently needed. The following are some of the considerations put forward:
 - (a) The coming into effect of the 1948 Safety of Life at Sea Convention has rendered it urgent that the Maritime Safety Committee should be able to perform the functions assigned to it under that Convention, for the I.M.C.O. Convention provides machinery for following up the supervising and carrying out of the Safety Convention, and simplifying procedure for its amendments. A number of important matters were set aside by the Safety Convention for consideration by I.M.C.O. in the expectation that the Organization would come into effect not later than the Safety Convention itself.
 - (b) The fourteen governments noted the widespread concern manifested in repeated declarations by such bodies as the Organization for European Economic Co-operation and the International Chamber of Commerce about flag discrimination, and re-affirmed the urgent need for an inter-governmental organization to promote the cessation of discriminatory action and unnecessary restrictions by governments affecting shipping engaged in international trade according to principles formulated in the Convention.

- (c) A specialized agency of the United Nations in the maritime field is needed to provide for joint consideration with other governmental agencies, such as the International Civil Aviation Organization, as a number of common technical problems have arisen, e.g. in the field of air/sea rescue.
- (d) I.M.C.O. would provide for the continuous exchange of information which is necessary if there is to be a genuine consultation between governments.

The question of the ratification of the I.M.C.O. Convention, and the outcome of the meeting of the fourteen Governments in London, are now to come before the next (seventeenth) session of the Economic and Social Council opening on 30 March 1954, in New York.

(7) The conference of the Seafarers' Section of the I.T.F. to be held in Geneva from 1 to 3 April 1954 will also deal with the matter.

COLLECTIVE ECONOMY CONGRESS

The Assistant General Secretary represented the I.T.F. at the Collective Economy Congress held at Geneva from 26 to 30 May 1953.

N.A.T.O.

When the question of the North Atlantic Shipping Planning Board was discussed by the Seafarers' Section in January 1951, it urged that seafarers should be represented in an advisory capacity on the Executive Committee of the Planning Board to be set up, composed of representatives of America, Britain, France, Holland and Norway, and that seafarers' unions should co-operate through the I.T.F. in efforts to protect seafarers' interests under defence pooling schemes

The I.C.F.T.U. Executive Board, at a meeting in Brussels in November 1951, agreed that the International Trade Secretariats interested in problems involved in rearmament should be invited to send observers to a conference to be called to work out a programme of demands of the free trade unions in connection with work of the N.A.T.O.

Since then, in November 1952, the President (Sir V. Tewson) and General Secretary (J. H. Oldenbroek) of the I.C.F.T.U. met the Secretary-General of N.A.T.O. in Paris. At this meeting information was given about the development of N.A.T.O. and it was agreed that the I.C.F.T.U. should be given ample opportunities to present its views on the problems connected with N.A.T.O. which are of concern to the free trade unions, and to discuss these matters with the N.A.T.O. Secretariat.

The arrangements with the I.C.F.T.U. provide a channel through which matters of interest to seafarers can be raised with the N.A.T.O. No reports have been received regarding progress made with representation of seafarers' unions in a consultative capacity on the governing bodies of the North Atlantic Shipping Planning Board.

NOMINATIONS FOR MEMBERSHIP OF THE J.M.C.

At its 121st Session in March 1953 the Governing Body of the I.L.O. amended the standing orders of the Joint Maritime Commission to provide for 15 instead of 12 seafarers' members of the Commission. We have nominated for the three additional posts Brothers H. Hildebrand (Germany), T. Nishimaki (Japan), and U. Romagnoli (Italy).

Another amendment provides for replacement, by the Group, of members who, in its opinion, are no longer actively connected with the shipping industry, or who fail to reply to two letters of convocation. We propose to take advantage of this new rule to replace two members, Grzelak of Poland and P. Sullivan of Canada. Nominations will be made by the next meeting of the Seafarers' Section.

I.L.O.-W.H.O. JOINT COMMITTEE ON SEAFARERS' HYGIENE

This Committee will hold its second meeting in Geneva from 9 to 12, and if necessary 13, April 1954. The questions to be discussed are:

(1) Radio appeals for medical aid to ships at sea; (2) Medical chests on board ship; (3) Certain aspects of the prevention and treatment of venereal disease; (4) The examination of seafarers to detect tuberculosis.

The seafarers' side of the Joint Committee consists of O. Becu and T. Yates, with A. Söre, D. S. Tennant and P. de Vries as substitutes.

The first meeting of the Joint Committee was exploratory in character and took place in December 1949, and the second meeting has been twice postponed.

E.C.E.—CONFERENCE OF TRANSPORT MINISTERS

The Stockholm Congress adopted a resolution requesting the Executive Committee "to consider the appointment of a European Transport Committee for the purpose of formulating a programme that would serve as a guide for the I.T.F. Secretariat and the affiliated organizations in matters of policy affecting European transport, the programme to be submitted for approval to the European organizations concerned".

The Executive Committee considered the question at its meetings of February and June 1953 and decided that a start should be made by taking stock of the problems arising in European transport. The Secretariat was instructed to work out a basis of discussion. Unfortunately, for reasons independent of its will, the work could not be immediately taken in hand, but at the International Railwaymen's Conference held in Rome in October 1953 the Dutch delegation urged that it be tackled at an early date.

Meanwhile, the European governments had taken action. In 1952 the O.E.E.C. had sent a mission to the United States to study the regulation of interstate transport. As a result of its report and recommendations, the O.E.E.C. convened a European Inland Transport Conference, which met from March to June 1953. The I.T.F. submitted a memorandum, and an I.T.F. spokesman was invited to comment upon it. The essence

of the point of view he put forward was that it was necessary "to invade the economic field with a view to putting an end to economic warfare between national transport industries and between different forms of transport". The Conference's recommendations were far short of the I.T.F.'s proposal. It did not propose to establish a supra-national authority, still less to institute any detailed system of control of transport like that of the U.S.A. All that was recommended was the formation of a European Conference of Ministers of Transport of eighteen countries, "to take all measures necessary to achieve at general or regional level the maximum use and most rational development of European inland transport of international importance", and to "coordinate and promote the activities of international organizations concerned with transport, taking into account the work of supra-national bodies".

The Ministers' Conference was to provide a forum for discussion and to work out practical measures for adoption in the countries represented. It was to have no power to take decisions binding on all member Governments, but agreed measures could be carried out by parallel administrative action in each State, or by formal agreements or conventions. Besides the Conference of Ministers there was to be a Committee of Deputies meeting between the sessions of the Conference, and a small secretariat purely for administrative duties, attached to O.E.E.C. The idea was that the Ministers would use existing organizations, both governmental and non-governmental, to carry out studies and implement decisions within their respective provinces. The discussions and recommendations of the Committee would not necessarily affect all its members, but only those directly or indirectly interested in each case, who could form themselves into restricted groups for the purpose, subject to the right of any member to participate.

Already in May 1953, the Inland Transport Committee of the E.C.E. (Economic Commission for Europe, Geneva) discussed the question of the rôle which would have to be played by the proposed European Conference of Ministers of Transport and by the E.C.E. Committee itself. On that occasion the International Chamber of Commerce communicated to the E.C.E. Committee a resolution warning against the multiplication of international organizations which would either overlap or pursue divergent policies. The I.T.F. spokesman gave the resolution qualified support and said that a new organization should be created only if it were proven that the Inland Transport Committee of the E.C.E. could not be vested with the additional powers required for planning European transport. At that stage, however, the E.C.E. Committee could not take any decision.

The first meeting of the Conference, convened by the Belgium Government, met at Brussels from 13 to 17 October 1953. They agreed on their constitution on the lines recommended by the O.E.E.C. The headquarters is to be at Paris. The functions of the Committee of Deputies are to prepare for the sessions of the Conference, to deal with questions referred to them by the Conference, and to keep the Conference informed of the measures taken in the various countries to give effect to its conclusions. The cost of the secretariat and offices at Paris

will be met by O.E.E.C.; all other expenses by the countries concerned. Expenses arising out of meetings held away from Paris will be met by the host country. Non-members of O.E.E.C. will contribute to the secretariat on a scale to be agreed. Except for the provision of the secretariat, the Conference of Ministers is in all respects independent of O.E.E.C. Close touch will, however, be maintained with O.E.E.C. on general economic questions, and each party will have the right to be consulted by the other on matters within its competence, provided the request is unanimous. Unless otherwise decided by the Conference its meetings and those of its Deputies are private.

At its first meeting, the Conference passed a number of resolutions on various outstanding questions, mostly addressed to governments and organizations primarily concerned. The following brief list of the subjects will give some idea of the problems to be tackled:

- Perishable goods
- Road arteries for international traffic
- Road signs and signals
- Uniform weights and dimensions of motor vehicles
- Uniform regulations for international road transport
- International circulation of motor vehicles and containers
- Frontier posts for road traffic
- List of development projects for inland waterways of international interest
- Improvements in the use of goods wagons
- Choice of the most rational routes for international rail traffic and unification of tariff rates; coordination of the use of the various forms of transport
- Standardization of equipment and electrification
- International financing of the purchase of rolling stock
- Measures to expedite the ratification of international conventions

In addition the deputies were instructed to study the questions of capital investments in transport and of international problems involved in the use of inland waterways.

The Conference has decided to establish close relations with the Council of Europe and the European Coal and Steel Community. Relations are also to be established with existing international governmental and non-governmental organizations—among the latter the International Railway Union (U.I.C.), the International Road Carriers' Union (I.R.U.), the International Inland Shipping Union (U.I.N.F.), the International Chamber of Commerce and the I.T.F.

This seems to conclude, for a long time to come, discussions on the European institutions to be set up. The setting up of the Transport Ministers' Conference amounts to little institutional change, for the O.E.E.C. and the E.C.E. were already able to bring together the Ministers of Transport when desired. Only the future will show whether all this implies any effective change in the field of transport politics.

IX.

Section Reports

Seafarers' Section

SECTIONAL COMMITTEE

At the end of 1953 the composition of the Seafarers' Sectional Committee was as follows:

Argentina: vacant; Australia: J. Tudehope; Belgium: W. Cassiers; Denmark: Th. Laursen; Estonia (exile): N. Metslov; Finland: R. Weuro (Officers), N. Wälläri (Ratings); France: P. Ferri-Pisani (Ratings), A. Français (Officers); Germany: H. Hildebrand; Greece: D. Benetatos (Ratings), P. Kalapothakis (Officers); Holland: A. de Boon (Ratings), P. de Vries (Officers); India: vacant; Italy: L. Mucci (Ratings), U. Romagnoli (Officers); Japan: B. Aoki; Norway: I. Haugen (Ratings), L. Lerstad (Officers); Pakistan: Aftab Ali; Sweden: J. Svensson (Ratings), A. Söre (Officers); United Kingdom: D. S. Tennant (Officers, Chairman), T. Yates (Ratings, Vice-Chairman); U.S.A.: H. Lundeborg; O. Becu (Secretary).

During the period under review the Sectional Committee met twice, in Geneva on 9 and 10 May 1952, on the occasion of the seventeenth session of the Joint Maritime Commission of the I.L.O., and in London on 19 and 20 January 1953.

SECTIONAL CONFERENCES

One full conference of the Seafarers' Section was held during the period under review, in conjunction with the Stockholm Congress (July 1952). A further full sectional conference is due to take place in Geneva from 1 to 3 April 1954, on the eve of the meeting of the Tripartite Subcommittee of the J.M.C. which is to deal with the problem of competition in the Baltic and North Sea region (see below).

The Section also held two regional conferences, one in London on 22 January 1953 and one in Stockholm on 2 and 3 March 1953, to deal with the same problem, and a third one was due to take place in Hamburg on 8 and 9 January 1954.

The matters discussed at these conferences are dealt with under their respective headings.

REGIONAL SUBCOMMITTEE

The regional seafarers' conference held in Stockholm in March 1953 set up a subcommittee to study social conditions in the coasting and short sea trades of North-west Europe. It was instructed in particular to make a comparative study of the personnel costs of ships engaged in these trades, including wages, seniority and efficiency pay, two-watch pay, Sunday compensation, annual holidays, social security, food and overtime.

The subcommittee which was composed of H. Hildebrand (Germany), P. de Vries (Holland), Th. Sønsteby (Norway), J. Svensson (Sweden), T. Yates (United Kingdom), together with D. S. Tennant (U.K., Chairman of the Seafarers' Section) and O. Becu (I.T.F., Secretary), held two meetings—one in Copenhagen on 26 and 27 June 1953 and one in London on 12 and 13 November 1953. A. Manson (United Kingdom) deputized for T. Yates at both meetings. It is to report its findings to the regional seafarers' conference in Hamburg on 8 and 9 January 1954.

JOINT MARITIME COMMISSION

A bipartite subcommittee of the J.M.C. met in London on 14 and 15 January 1952, arising out of a decision of the 16th session of the J.M.C., to consider a proposal of the I.T.F. to hold a tripartite conference on the short sea trades of North-west Europe. It failed to reach agreement on a proposal that the Economic and Social Council of the United Nations should be asked to undertake a study of the possibility of regulating freight rates in the region, but agreed to ask the I.L.O. to prepare a report on hours of work in the small ships concerned.

The J.M.C. itself met in Geneva the following 13 to 15 May, for its 17th session. In addition to the already-mentioned question of the short sea trades of North-west Europe, it discussed a proposal to hold an Asian maritime conference; Maritime Convention No. 93 on wages, working hours and manning; the Inter-governmental Maritime Consultative Organization; welfare arrangements for seamen in ports; a proposed revision of Convention No. 9 concerning placement of seamen; the setting up of an I.L.O. Committee of Experts on Fishery Questions; and finally proposals concerning the structure of the J.M.C.

As a result of the latter proposals, the Governing Body of the I.L.O., on the recommendation of the J.M.C., subsequently decided to increase both sides of the J.M.C. from 12 to 15 members. The other questions discussed by the J.M.C. are dealt with under their respective heads.

As already mentioned, a tripartite subcommittee of the J.M.C. is scheduled to meet in Geneva, from 5 to 8 April 1954.

SHORT SEA AND COASTING TRADES OF NORTH-WEST EUROPE

Since the policy of the I.T.F. in regard to this question was formulated by three resolutions adopted at our Stuttgart Congress (1950), it has been dealt with at various other conferences of the I.T.F. and the I.L.O.

The first resolution, it will be remembered, called upon the seafarers' organizations concerned to work towards a levelling up of wages and working conditions. The second pointed to the close connection between freight and wage levels, and urged the establishment of machinery for fixing adequate minimum freight rates. The third urged the need to establish regional basic wages and conditions of service for the seafarers of the region and invited the I.L.O. to submit the question to the J.M.C. with a view to the convening of a regional maritime conference for North-west Europe.

The following comparison indicates the trend of the basic wages of able seamen in four European countries between 1950, when the question was discussed by the Seafarers' Section in Amsterdam, and the end of 1953:

	National Currency	Sterling	Index (Sweden = 100)
Sweden			
1950	kr. 415	£28 10 0	100
1954	kr. 540	£35 8 0	100
United Kingdom			
1950	£20 0 0	—	70
1954	£25 10 0	—	72
Holland			
1950	f. 180 to 209	£17 0 0 to £19 14 0	60 to 70
1954	f. 213 to 245	£20 0 0 to £23 0 0	56 to 65
Germany			
1950	DM 155 to 180	£13 0 0 to £15 4 0	46 to 53
1954	DM 231 to 260	£19 11 0 to £22 0 0	55 to 62

With regard to the second Stuttgart resolution, shipowners have so far squarely opposed any proposal that any international agency should determine freight rates for the Baltic and North Sea region. At the 17th session of the J.M.C. complete deadlock was reached on the question, but in spite of this the Governing Body of the I.L.O. subsequently referred it to the already-mentioned Tripartite Subcommittee of the J.M.C.

On the subject-matter of the third resolution, that a tripartite maritime conference should be convened to consider hours of work and manning scales in the trades in question, there was also a complete deadlock at the 17th J.M.C. session, but again the Governing Body decided subsequently that the matter should be referred to the Tripartite Subcommittee of the J.M.C.

This latter meeting is scheduled to take place in Geneva from 5 to 8 April 1954. Here the seafarers' side will advocate the policy which has been worked out at three regional seafarers' conferences of the I.T.F.:

- (a) That a Tripartite Regional Maritime Conference of the I.L.O. be held at an early date and adopt a Regional Agreement concerning social conditions, such as working hours and manning standards, in ships engaged in the short sea and coasting trades of North-west Europe;
- (b) That joint machinery be created between the I.L.O. and the economic agencies of the United Nations to deal with social and economic questions; and
- (c) That the Economic Commission for Europe be invited to set up as soon as possible the necessary machinery for regulating freight rates of shipping within the Region.

A preliminary exchange of views on the possibilities of the latter suggestion will take place in Geneva between officials of the E.C.E., I.L.O. and I.T.F., on 30 March 1954.

ORGANIZATION OF ASIAN SEAMEN

The Seafarers' Section has during the period under review devoted considerable attention to the development of the seafarers' movement in Asian countries. An account of what has been done in this respect, with special reference to the seafarers' movements of India and Pakistan, forms the subject of a separate report (p.p. 71-72).

THE NEW AMERICAN IMMIGRATION LEGISLATION

At the beginning of 1953 a new immigration law, known as the McCarran-Walter Act, came into force in the U.S.A. Its essential purpose was to prevent the illegal entry of subversive elements into America by way of the shipping industry. It caused a considerable stir, as it meant both a drastic curtailment of seafarers' facilities to go ashore at the ports of call of their ships, and serious hindrance to the smooth operation of shipping services.

The Seafarers' Sectional Committee of the I.T.F. met soon afterwards (January 1953) in London and adopted a resolution which, whilst appreciating the desire to protect America against dangerous infiltration, regretted the encroachment on the freedom of movement of seafarers and expressed the hope that the regulations would be applied as flexibly as possible.

Following this, I.T.F. representatives approached the authorities in Washington and conveyed the point of view of the I.T.F. Seafarers' Section, also furnishing documentary evidence of hardship caused by the Act. From reports subsequently received it was apparent that in many respects the Act was being applied by the American authorities in an understanding manner, particularly with regard to the period for which foreign seamen were allowed to stay in the U.S.A. between ships. The screening and questioning procedure was also made considerably less irksome.

Nevertheless the Act continued to be viewed with misgivings in seafarers' circles, both in Europe and America. The European seafarers' unions criticized both the principle involved and the hardship inflicted upon seafarers. The American unions, which had insisted throughout that bona fide seamen must be treated with all possible consideration asked that shore leave between vessels should be extended considerably. Shipowners' circles likewise showed themselves critical of the Act. In May 1953 the International Shipping Federation adopted a resolution complaining of the serious inconvenience caused to the shipping industry and welcomed a suggestion that the U.S. Senate Committee on the Judiciary should investigate the complaints about the operation of the Act.

This was the position at the date when this report closes (end of 1953).

SEATTLE CONVENTIONS

The position with regard to implementation of the various maritime conventions adopted at Seattle in June 1946 is as follows:

Convention on Food and Catering (No. 68) : Ratified by seven countries: Belgium, Bulgaria, Canada, France, Italy, Portugal and United Kingdom. Nine ratifications, including five by countries owning more than a million tons of shipping, are required to bring the Convention into force.

Convention on Certification of Ships' Cooks (No. 69) : Ratified by 10 countries: Belgium, Bulgaria, Canada, France, Ireland, Italy, Netherlands, Norway, Portugal and United Kingdom. The Convention has therefore secured the required nine ratifications, including five countries owning more than a million tons of shipping, and came into force in April 1953.

Convention on Seafarers' Social Security (No. 70) : Ratified by two countries, France and the United Kingdom. Seven ratifications, including four by countries owning more than a million tons of shipping, required to bring it into force.

Convention on Seafarers' Pensions (No. 71) : Ratified by three countries, Bulgaria, France and Norway. Five ratifications, included three by countries owning more than a million tons of shipping, are required to bring the Convention into force.

Convention on Paid Vacations (No. 72/91) : The original Convention No. 72 was ratified by Bulgaria, Cuba, Finland and France (4) and the revised Convention No. 91 by Cuba, Finland, France, Iceland, Israel, Norway and Portugal (7). Nine ratifications, including five by countries owning more than a million tons of shipping, are required to bring the Convention into force.

Convention on Medical Examinations (No. 73) : Ratified by six countries, Belgium, Bulgaria, Canada, France, Italy and Portugal. Required for implementation: seven ratifications, including four by countries owning more than a million tons of shipping.

Convention on Certification of Able Seamen (No. 74) : Ratified by seven countries, Belgium, Canada, France, Netherlands, Portugal, United Kingdom and the United States. Two ratifications were required to bring it into force.

Convention on Crew Accommodation (No. 75/92) The original Convention No. 75 was ratified by Bulgaria, Finland, France, Norway and Sweden (5), the revised Convention No. 92 by Cuba, Denmark, Finland, France, Ireland, Norway, Portugal, Sweden and the United Kingdom (9). Seven ratifications, including four by countries owning more than a million tons of shipping, were required, and it came into force on 1 January 1953.

Convention on Wages, Hours and Manning (No. 76/93) One country, Australia, ratified the original convention. The revised Convention No. 93 has been ratified by Cuba and the Philippines. Nine ratifications, including five by countries owning more than a million tons, are required to bring it into force.

With regard to the latter convention, an attempt was made to facilitate ratification by proposing a further revision at the 17th session of the J.M.C. (May 1952), but it failed owing to the opposition of the Shipowners' Group on that body, who rejected a proposal that the Convention should be divided into two parts, one on Wages and one on Working Hours and Manning, which should be ratifiable separately.

Since then the matter has been further pressed with the Governing Body of the I.L.O. Though at one stage its Committee on the Application of Conventions recommended that it should be held over for eighteen months or so, at the middle of 1952 the Governing Body decided, following strong representations from the seafarers, to consult governments on the subject, but when the Governing Body met the following November it was reported that several important countries had not replied, so that no progress was made. Apparently, therefore, governments are also a stumbling-block and it would seem that further concessions will be necessary if anything is to be saved of the Convention.

From the start the tonnage limit to be laid down for the application of the Convention was a source of difficulty. At Seattle the seafarers succeeded in fixing the limit at 500 tons gross, but if this is to be upheld, the Convention looks like remaining a dead letter, and the question arises whether it would not be expedient to compromise on a tonnage limit acceptable to governments and shipowners, say 2,000 tons gross, provided that the smaller shipping thus excluded would be dealt with on another—i.e. regional—basis. There are grounds for believing that if the Convention were confined to ships of 2,000 tons gross and over, which is in practice the shipping engaged in the distant trades, it would receive sufficient support in government, and perhaps also in shipowners' circles.

If the outcome of the meeting of the Tripartite Subcommittee of the J.M.C. (Geneva, April 1954) is favourable, meaning that the short sea and coasting shipping of North-west Europe may be expected to be dealt with regionally, the question of Convention No. 93 might be approached on these new lines. It will be discussed in this sense at the next I.T.F. seafarers' conference (Geneva, April 1954).

PLACEMENT OF SEAMEN

At the 17th session of the J.M.C. (Geneva, May 1952) the Seafarers' Group raised the question of the placement of seamen and suggested a revision of I.L.O. Convention No. 9 dealing with the subject, with a view to bringing it into conformity with present-day requirements.

Convention No. 9, adopted in 1920, aimed to ensure the establishment of official hiring facilities and to prevent the operation of employment agencies for financial gain. Most of the important maritime countries have established employment offices for their own nationals, but it is still possible for foreign ships to engage crews outside the official channels, which encourages abuses and the reappearance of employment offices run for profit.

The seafarers' objective is that all recruitment shall be effected through recognized agencies and that the Convention be revised accordingly. Also it is necessary to bring officers within the scope of the Convention.

The Shipowners' Group of the J.M.C. supported the proposal and the question of revising the Convention is expected to come up at the next session of that body.

FOREIGN-EMPLOYED SEAMEN

At its meeting of 19 and 20 January 1953, the Seafarers' Sectional Committee dealt with the position of seafarers serving in foreign-flag ships, a question on which some unions take the view that seamen should be organized according to the flag under which they sail and others that they should belong to the unions of their own country.

The Committee agreed that no single system could be devised appropriate to the trade union position of all the nationalities concerned. It therefore confined itself to adopting a set of guiding principles for recommendation to affiliated seafarers' unions.

With regard to seafarers in general:

- (1) Seafarers employed in foreign-flag ships should be organized in the trade union corresponding to the flag concerned.
- (2) They will not be automatically entitled to membership of the foreign union, but become eligible only in so far as possible or required by the rules of such union.
- (3) If eligible for membership, foreign-employed seamen should join the foreign union within three months from the commencement of employment in the foreign-flag ship.
- (4) Seafarers who are members in good standing with a union affiliated with the I.T.F. should in case of transfer be admitted, if possible, without payment of the entrance fee of the foreign union and should acquire membership rights according to the contributions paid and according to the rules of such union. In other cases, normal entrance fees would be payable.
- (5) Seafarers who wish to retain their rights in their original union should continue to remain members of such union by paying contributions and meeting other obligations towards it or by coming to some specific agreement with the union on the subject.
- (6) Unions should if necessary enter into agreements regulating other matters concerning the organization of foreign-employed seafarers.

With regard to seafarers in Panamanian and similar flag ships:

- (1) Seafarers employed in ships which normally do not trade from the ports of the home country of the seafarers should be enrolled in the first instance as members of the Special Seafarers' Section of the I.T.F.
- (2) At the desire of the union concerned, seafarers enrolled in the Special Seafarers' Section should be transferable subsequently to the union of the home country of the seafarers.

- (3) In the case of ships which are manned preponderantly by the seafarers of a given country and which trade regularly from the ports of the home country of the seafarers, the seafarers' union of that country should have jurisdiction over the seafarers and the power to negotiate in consultation with the I.T.F. collective agreements on their behalf.

SWISS-FLAG SHIPPING

During the period under review the Swiss flag began to play a rôle in deep-sea shipping. This raised the question, among others, of organizing the seafarers concerned on a satisfactory basis and also of assuring them of satisfactory wages and working conditions. The matter is dealt with elsewhere in this report. (p. 40.)

The matter was also of interest to seafarers of other countries from the point of view of the growing participation of hitherto non-maritime countries in shipping activities. It has been put down for discussion at the seafarers' conference to be held in Geneva in April 1954.

STATELESS SEAMEN

The Fourth Conference of Non-Governmental Organizations interested in Migration, held in Geneva in August 1953, under the auspices of the U.N.O. and I.L.O., adopted a resolution on the need for making long-term provision for refugees, which welcomed the recommendation of the 16th session of the ECOSOC, in July 1953, that the office of High Commissioner for Refugees should be continued for a further period of five years, and called upon the N.G.O. to take co-operative action in national settings to urge governments to ratify the 1951 Convention on the status of refugees.

This Convention contains a clause dealing with refugee seamen: "In the case of refugees who are regularly serving as crew members on board a ship flying the flag of a Contracting State, that State shall give sympathetic consideration to their establishment on its territory and the issue of travel documents to them or their temporary admission to its territory particularly with a view to facilitating their establishment in another country."

The following countries have so far ratified the Convention: Australia, Belgium, Denmark, West Germany, Luxembourg, Norway and the United Kingdom (7), while the following have signed it: Austria, Brazil, Colombia, France, Greece, Israel, Italy, Liechtenstein, Netherlands, Sweden, Switzerland, Turkey, Holy See, Yugoslavia (14). It comes into effect 90 days after 22 January 1954.

ILL-TREATMENT OF SEAFARERS IN COMMUNIST-DOMINATED PORTS

During the meeting of the Seafarers' Sectional Committee held in London in January 1953, attention was drawn to the savage treatment of seafarers in ports of Iron Curtain countries. Communist China and elsewhere. Not only were they subjected to cross-examination of the most searching kind, but they ran a serious risk of being arrested by the police and transported to a concentration camp without any form of trial.

A resolution was adopted deploring such treatment of seafarers and calling upon affiliated organizations to urge their governments to do something about the matter.

ACCOMMODATION AND WELFARE OF MIGRANTS ON BOARD SHIP

A meeting of I.L.O. Experts on Accommodation and Welfare of Migrants on board ship took place in Geneva from 22 to 25 September 1952 and was attended by Mr. D. S. Tennant as an observer for the Seafarers' Group of the J.M.C. He duly reported on the matter to the Seafarers' Sectional Committee at its meeting in London in January 1953.

It was followed by the Fourth Conference of Non-Governmental Organizations interested in Migration, which was held in Geneva from 11 to 15 August 1953 under U.N.O. and I.L.O. auspices, and adopted a resolution on minimum standards for the protection of migrants during journeys, annexed to which were recommendations concerned particularly with the protection of migrants at their departure, on board ship or plane, during railway journeys, and on their arrival.

The J.M.C. Seafarers' Group was not represented at the latter meeting.

THE AMERICAN JONES ACT

The Seafarers' Sectional Committee meeting of January 1953 dealt with certain aspects of Section 33 of the U.S. Merchant Marine Act, known as the Jones Act, under which foreign seamen can in certain circumstances sue shipowners in American courts for compensation in case of injury. The question, which arose in connection with a move in the U.S.A. to modify the interpretation of the Act, was whether seafarers' unions in other countries should intervene in legal proceedings in the U.S.A. in order to maintain existing interpretation.

The view of the Committee was that it was for individual seamen to avail themselves of the Jones Act if they wished, that indeed the Act was very beneficial to seafarers in cases where the social legislation of the home country was less favourable than the American, but that it was an internal American affair and that seafarers' unions outside America could not become involved in legal proceedings under the Act.

SEAFARERS' WELFARE IN PORT

Arising out of a discussion on the Seafarers' Sectional Committee meeting at Geneva in May 1952, a resolution on seafarers' welfare in port was put forward by the Seafarers' Group at the 17th session of the J.M.C. (Geneva, May 1952) and supported by the Shipowners' Group after a slight amendment.

Recalling the recommendations and resolutions adopted on the subject at the 21st session of the International Labour Conference of 1936 and the Joint Maritime Commission session of 1942, and the consideration given to it at the Conference of 1946 and the J.M.C. sessions

of 1947 and 1948, the resolution asked the Governing Body of the I.L.O. to draw the special attention of Governments to the earlier recommendations that welfare schemes should be promoted on the basis of reciprocal international co-operation and for the benefit of all seafarers irrespective of nationality or race, and that the financing of such schemes should be on an adequate and permanent basis and not exclusively dependent on private institutions; expressed its appreciation of the information already provided by the I.L.O. on seafarers' welfare; and requested that the most up-to-date information on the subject be collected by the I.L.O. and made available in the most convenient form at suitable intervals.

PANAMA AND SIMILAR FLAGSHIPS—SPECIAL SECTION

The number of ships registered in Panama and similar countries continues to grow. Trans-ocean passenger liners and small coasters; mammoth tankers and cargo liners; all are embraced in the six million gross tons of such shipping. Panama, a country with approximately three quarters of a million population, is now reckoned, as a result of her ship registrations, fourth maritime nation on the world shipping list.

The ownership of these ships is still predominantly Greek, with the U.S.A. a close second. In spite of the fact that the Greek Government has adopted special legislation designed to attract them back to its own flag, the advantages of low taxation, freedom as far as international standards are concerned, freedom in relation to social insurance, and freedom from trade union regulations, with all its consequences on crew standards, still form too strong a bait. It is not just coincidental that the more than 40,000 people who man the ships are almost wholly unorganized.

The terrific menace of this development to the seafarers of "regular" maritime countries can be gauged from the outcry in the U.S.A. about the continued reduction in merchant tonnage flying the U.S. flag and the outcry in countries like the U.K. against the reduction in the numbers of "general traders" under the flags of the countries concerned.

In fact what is being seen as a result of all this development is a radical change in the pattern of world shipping.

The I.T.F. has for a long time been alive to this menace. In 1948 it decided to do something about it, and set up an International Boycott Committee. While the ultimate effect of I.T.F. interest in the matter has not been a reduction in the registrations, it can be claimed that since the activity started, the general condition of the ships has improved although there are still many which are a disgrace to modern seafaring.

The problem was given further consideration at a meeting of the Boycott Committee held in London on 28 and 29 April 1952, and it came to the conclusion that it was necessary to review the methods that had been employed, since the agreements that had been reached with owners of such ships to increase the wages paid, as compensation for the absence of social security legislation, were tending rather to attract seamen towards them. It was decided that an endeavour should be made to get dockers' unions to take a more direct part in the struggle,

since the undermining of social and safety standards in the shipping industry was calculated to have unfavourable repercussions on dockers' conditions. The engagement of a special executive officer at the I.T.F. Secretariat, to organize the renewed campaign, was also suggested, among other things.

A meeting of the Dockers' Sectional Committee, held in Antwerp on 26 and 27 May 1952, expressed its approval of the proposals in so far as the dockers were concerned, and the matter was referred to the Stockholm Congress for further consideration. There it was considered firstly by the Seafarers' and Dockers' Sections sitting separately and subsequently by a joint meeting of the two Sections, where the plan was approved. It was later endorsed by the Congress.

It was provided that leadership of the campaign should be entrusted to an International Campaign Committee for the Promotion of Fair Practices, composed of representatives of both the Dockers' and the Seafarers' Sections. For the seafarers' side the same persons were chosen as had hitherto constituted the Boycott Committee—I. Haugen (Norway), H. Lundeberg (U.S.A.), P. de Vries (Holland), and T. Yates (U.K.)—and for the dockers' side A. Bird (U.K.), R. Dekeyzer (Belgium), A. Flenström (Sweden), and J. Ryan (U.S.A.); the Chairman of the Seafarers' Section and the General Secretary of the I.T.F. to sit as ex-officio members. Tom Yates and Arthur Bird were later chosen as joint chairmen, to sit alternately.

It was further agreed that National Campaign Committees should be set up, where necessary, to act under the guidance of the International Campaign Committee, and it was decided to discontinue the policy of demanding for the crews of Panamanian and similar ships the British National Maritime Board rates of wages plus certain differentials, and that instead a Seafarers' International Welfare Fund, financed by contributions from the shipowners, in lieu of social security, should be set up. Responsibility for the management of the Fund was entrusted to an Administrative Committee composed of R. Dekeyzer (Belgium), L. Olsen (Norway), T. Smeding (Holland), T. Yates (U.K.), H. Hildebrand (Germany) and P. de Vries (Holland).

The International Campaign Committee held its first meeting in London on 10 September 1952. A small sub-committee was set up to search for and appoint the Special Officer who was to undertake the organization of the Campaign. A suitable candidate was found in the person of Mr. Lawrence White, National Organizer of the British Navigators and Engineer Officers' Union, which kindly agreed to second him to the I.T.F. He was provided with a room at the Secretariat of the I.T.F. and a secretary-typist was engaged to assist him. Mr. White took up his duties in the I.T.F. offices in Maritime House on 16 October 1952.

Affiliated unions elected their National Committees and soon it was possible to report that such Committees had been set up for Belgium, Denmark, Estonia, France, Germany, Holland, Norway, Sweden, and the U.K. A Representative, Mr. L. Passalski, was appointed to deal with organizing etc., and he was stationed strategically in Antwerp. He took up his duties on 10 December 1952.



The International Fair Practices Committee met again in London on 21/22 January 1953. At this meeting the Special Officer reported the situation as he found it. He also placed before the members of the Committee certain suggestions designed to further the interests of the Campaign. The suggestions were approved and their relation to the problem was circulated to all interested unions.

The machinery envisaged in the decisions taken at the Stockholm Congress was thus brought into being. All hoped that as time passed this, together with the determination of affiliated unions, would help to bring some sort of order into what has grown to be a huge unregulated mass of merchant shipping.

Some owners with ships under these flags signed agreements which incorporated the Stockholm policy. In the ships where crews were of one nationality and whose trade was regularly to and from the country from where the crew was drawn, the unions of that country signed the agreements guaranteeing wages and conditions. In the ships whose crews were mixed such agreements were signed direct with the I.T.F. The agreements which provided for the owners' contribution to the International Welfare Fund were mostly signed by the national unions. In most of these cases too, agreement was reached with the owners that each member of the crew should be a member either of his national union or of the I.T.F. Special Seafarers Section. Through this arrangement organization of crews began to take shape.

The seafarers in such ships reacted in the appropriate manner by observing their conditions of employment and where the compensation they received appeared to be less than what they expected they presented their claims for prosecution either to their national union or the I.T.F. Special Section, whichever held their membership. Owners considered such claims on their merits and in most cases mutual satisfaction was obtained. In the case of these ships, industrial relations were thus established for the first time.

Most of the owners who have signed agreements on the above lines have admitted receiving some benefit as a result. They acknowledge that such regulation has had a beneficial effect on the crew members and they also acknowledge that by being able to enlist the aid of the national unions they are able to get more reliable seafarers.

So the operation of the Stockholm policy has had a beneficial effect not only on the working conditions of the crews but also on their living conditions, as well as on their relations with their employers.

It might be hoped that all this could be said of the greater part of this shipping but this is not yet the case. The number of owners who have so far come to agreement with the I.T.F. form only a small proportion of the whole, although they operate a substantial block of shipping.

There is plenty of evidence, however, that I.T.F. activity is not lost upon the other owners. Reports received show conclusively that the general condition of the ships has improved quite a lot although

there are still too many that have not. Before the present phase of activity began the ships on which conditions could be said to be not too unreasonable were met with only once in a while. Today they are in most vital improvement that can be traced directly to I.T.F. policy, and because of this seafarers are deriving benefit.

On some occasions, when no agreements have been found to be in operation and where conditions were exceptionally bad and the owner has refused to correct them, direct action has been taken against his ship. In such cases the dockers' unions have refused to either load or discharge the ship until the requirements have been satisfied and the ship's condition put into reasonable order. Among the requirements has been the signing of the necessary agreements. Where lifeboat equipment or the lifeboats themselves have been found to be faulty, it has been required that either or both should be brought up to the proper standard. In one case it was insisted that running fresh water be installed in the crew's accommodation, as complaints were received that fresh water was available to the crew only on two days a week and then had to be carried in buckets half the length of the ship.

One ship was held up on two occasions. After the first hold-up the owner did not comply with the undertakings he had entered into so his ship was held up a second time. It is estimated that these two hold-ups cost the shipowner more than £6,000. Time alone will show whether or not he has learnt his lesson.

In another case, arrangements were made for a hold-up but before it could take place the owners became aware of the arrangements. To avoid action they laid their ship idle for two days in another port; then changed her name; and finally sent the ship to a port other than that to which the ship's cargo was consigned. This must have been a costly business for them too. It illustrates the lengths to which owners will go to preserve their powers to exploit.

In all this development affiliated seafarers and dockers unions have co-operated together closely. The seafarers organizations recognize the splendid support given to these actions by dockers and appreciate this to the full.

It will be recognized that the above covers only the beginning of the I.T.F. Campaign on the lines of the policy adopted at the Stockholm Congress. Much of the period which has elapsed since this policy was adopted was necessarily used in developing the arrangements for its operation. Changes of procedure will undoubtedly be required from time to time but the general objective will continue to be pursued, so that this huge and still growing block of tonnage will, as far as is practicable, not have the effect of permanently depreciating the standards of seafarers and dockers.

Other items of special interest to the section will be found on pages 13, 14, 30, 40, 42, 44, 45, 47, 50, 53, 54, 55, 56, 57, 65, 71, 72, 79, 83, 84, 86 and 128.

Dockers' Section

MEETINGS AND CONFERENCES

The Dockers' Sectional Committee met in Antwerp on 26 and 27 May 1952, mainly for the purpose of preparing for the conference of the Section to be held in connection with the Stockholm Congress.

The latter conference, as well as a joint conference of the Dockers' and Seafarers' Sections of the I.T.F., duly took place in Stockholm on 18 July 1952.

The questions considered at these meetings and conferences are dealt with under their respective heads.

A full conference of the Section is being prepared which will take place in Geneva on 12 and 13 February 1954, immediately preceding the fifth session of the Inland Transport Committee of the I.L.O. It will deal with an agenda including: (i) Report of the Secretariat covering, among other things, port inspection services, dust when handling grain, limitation of one-man loads, inter-port competition, marking of weights of loads, social security for dockers; (ii) Dockers' rôle on the Inland Transport Committee of the I.L.O.; (iii) Welfare facilities for dock workers; (iv) Dock decasualization and registration schemes; (v) Safety of dock work; and (vi) Old-age pensions for dockers.

PANAMANIAN AND SIMILAR FLAG SHIPPING

One of the chief subjects of discussion at the meeting of the Dockers' Sectional Committee in Antwerp was a proposal of the Boycott Committee of the I.T.F., as it was still called at the time, to place the campaign against Panamanian and suchlike ships on a new basis, involving more active participation by dockers' unions. The proposal, which was later adopted by the Dockers' and Seafarers' Sections of the I.T.F. meeting jointly at Stockholm, is dealt with more fully under another heading (see pp. 98-101).

SAFETY OF DOCK WORK

Another important matter discussed in Antwerp was that of methods of bringing international safety legislation into line with more recent developments in handling cargo and designing ships. Originally the Section had contemplated a revision of the International Docks Convention, which was adopted in 1929 and amended in 1932, but for tactical reasons it subsequently expressed preference for the adoption of a supplementary convention.

The question came up for discussion again at the conference of the Dockers' Section held in connection with the Stockholm Congress. It had been hoped that the I.L.O. would place the question of safety of dock work on the agenda for the 1953 session of the International Labour Conference, with a view to the adoption of a supplementary international convention, but this turned out not to be possible. The same applies to the 1954 session.

I.L.O. COMMITTEE OF DOCK EXPERTS

Since then, however, following an interview between the General Secretary of the I.T.F. and the Director-General of the I.L.O. concerning this and other matters, the June 1953 meeting of the Governing Body of the I.L.O. finally decided to set up a Committee of Experts which is to consider the question of dockers' safety in the light of the proposal to bring international legislation on the subject up to date, either by revising the 1932 Convention or by adopting a new one. In this connection the programme of safety demands submitted to the I.L.O. by the I.T.F. in 1948 would receive consideration.

At its September 1953 meeting the Management Committee of the I.T.F. agreed to the nomination of the General Secretary as a member of this Committee of Experts, with Brothers R. Dekeyzer of Belgium and A. Bird of Britain as advisers. The I.L.O. has since confirmed the appointment of the General Secretary.

The Committee of Experts is due to meet in Geneva from 26 April to 8 May 1954, to deal with the following agenda: (a) Review of the effects of technical developments since 1932 on application of the Convention; (b) Examination of suggestions for revision of the Convention made by governments in connection with the regular ten-yearly report; (c) Examination of I.T.F. proposals for the revision of the Convention (being the proposals put forward by our Oslo Congress in 1948).

LIMITATION OF LOADS CARRIED BY ONE MAN

This is also a question which has featured regularly on agendas of meetings of the Dockers' Sections for years. At the Sectional Committee meeting in Antwerp and the full Sectional Conference in Stockholm note was taken of the resolution on the subject adopted by the (fourth) meeting of the Inland Transport Committee of the I.L.O. in Genoa in December 1951. In Stockholm it was decided to invite affiliated unions to take steps to ensure that their respective governments gave due attention to the matter.

In the meantime, at the already-mentioned interview between the General Secretary of the I.T.F. and the Director-General of the I.L.O., the possibility was mentioned of dealing with this question through the World Health Organization.

MECHANIZATION OF DOCK WORK

Though this question has so far not been formally included in the agenda of a dockers' conference of the I.T.F., it has frequently arisen, especially in connection with that of the limitation of one-man loads. Broadly, the attitude of the Section towards the mechanization of dock work has been favourable in so far as it is calculated to lighten work and to increase productivity, and not to deprive dockers of their livelihood. Also dockers' unions insist on proper consultation in developments of this kind.

INTER-PORT COMPETITION

The question of the coordination of European ports appeared to have taken a step forward in August 1952, when the port authorities in Germany, Belgium, and Holland were reported to be contemplating a conference with a view to settling conditions of competition. The I.T.F. approached the I.L.O. with a view to a tripartite meeting of representatives of ports concerned and the conclusion of a regional agreement on minimum conditions of employment of dock workers. The conference of North Sea port authorities did not materialize, however, and the I.L.O. did not take the action proposed.

It did, however, undertake an enquiry into conditions of employment in Continental North Sea and Channel ports, in pursuance of a resolution adopted by the I.L.O. Inland Transport Committee meeting of December 1951 at Nervi, near Genoa.

Reports appearing from time to time in the trade press suggest that governments and employers are moving towards regional consultations. In the meantime preliminary consultations between the dockers' unions of the three countries immediately concerned—Belgium, Germany, and Holland—are already taking place. A first meeting took place at Rotterdam on 19 and 20 November 1953, and similar meetings were scheduled to take place in Antwerp and Hamburg shortly. The forthcoming meeting of the Inland Transport Committee of the I.L.O. (Geneva, February 1954) will present an opportunity for recalling previous resolutions on the subject and once more urging that the regional consultation be placed on a tripartite basis as soon as possible.

PORT INSPECTION SERVICES

The Stockholm Conference of the Section adopted a resolution urging governments to give special attention to the improvement of safety conditions in ports, with special reference to the advantages of a specialized port inspection system for main centres of cargo handling, and a system coordinated with general factory inspection in secondary centres. The Secretariat of the I.T.F. was asked to collect information about port inspection practice in different countries and circulate it among unions interested.

In pursuance of this instruction a circular was sent out to dockers' unions on 6 August 1952, requesting them to pursue the matter in their respective countries and to supply the Secretariat with reports on the subject. No replies were received.

DUST RESULTING FROM THE HANDLING OF GRAIN

At its December 1951 session the Inland Transport Committee of the I.L.O. adopted a resolution on the protection of dockers against dust resulting from handling grain. The matter is also covered by one of the Oslo proposals of the I.T.F. on the safety and hygiene of dock work.

The I.L.O. undertook an enquiry. The resulting report dealt mainly with medical evidence and made some suggestions for averting risks connected with the handling of grain cargoes. The final conclu-

sion was that the risks varied greatly and that further investigation was needed. The I.L.O. suggested that it was desirable for governments to proceed to an assessment of these risks before further action was taken.

Copies of the I.L.O. report were obtained and circulated to dockers' unions in order that they keep an eye on the response of their governments to the recommendations of the I.L.O. and also make themselves what contribution they could towards finding a solution to the problem.

DECASUALIZATION OF DOCK WORK

The Secretariat has continued to watch the development of dock decasualization schemes in various countries throughout the world. In spite of criticism in some quarters that decasualization adversely affects the productivity of dock labour and slows down the speed of cargo-handling, there is growing recognition that regularity and security of employment for dock workers is not only a matter of social justice but also makes for an efficient and dependable industry. Trade union circles are categorical about the positive value of the decasualization of dock labour. It will be remembered that the Brussels meeting of the Inland Transport Committee (May 1949) adopted a set of principles on the subject and there is no doubt that these have found growing acceptance in all enlightened circles.

During the period under review the Secretariat of the I.T.F. has received and dealt with various requests for information about the nature and the operation of dock decasualization schemes in various countries.

DOCKERS' OLD-AGE PENSIONS

The question of old age pensions, additional to those provided under statutory social security schemes, which should be granted to workers who have been employed for a certain number of years in the dock industry is to be discussed at the conference of the Dockers' Section to be held in Geneva on 12 and 13 February 1954.

For this purpose the Secretariat undertook an enquiry into the question and has prepared a comparative survey of the pension schemes already existing in Belgium, Finland, France, Germany, Greece, Holland, Norway, Sweden, and the United Kingdom.

DOCKERS' SECTIONAL COMMITTEE

At the conference of the Dockers' Section held in connection with the Stockholm Congress the following were chosen to represent the different countries on the Sectional Committee: Belgium, R. Dekeyzer; Denmark, E. Borg; France, P. Ferri-Pisani; Germany, H. Hildebrand; Holland, R. Laan; Italy, A. Maffei; Norway, L. S. Olsen; Sweden, A. Flenström; United Kingdom, A. Bird; United States, J. Ryan. Brother R. Dekeyzer of Belgium was elected chairman of the Section.

We regret to report that the Norwegian member of the Committee, Brother Leif S. Olsen, died on 15 September 1953.

It is reported that the American member, J. Ryan, has resigned from the Presidency of the International Longshoremen's Association.

Other items of special interest to the section will be found on pages 13, 39, 44, 45, 53, 54, 62, 64, 79 and 83.

Railwaymen's Section

SECTION COMMITTEE

The Railwaymen's Section Committee in office before the 1952 Congress was composed of R. Freund (Austria), G. Devaux (Benelux), R. Degris (France), H. Jahn (Germany), J. B. Figgins (Great Britain), H. Blomgren (Scandinavia) and H. Duby (Switzerland).

At the Section Conference held on the occasion of the 1952 Congress, all unions concerned again consented to bear the cost of the Committee's meetings, and all members were re-elected, except that Mr. W. J. P. Webber was chosen to represent Great Britain. Mr. Ernesto Pellegrino was elected to an additional seat given to Italy. In accordance with rule XV, paragraph 3, of the Constitution, the meeting elected Mr. G. Devaux as Chairman of the Section.

The Committee met in Zurich on 25 and 26 April 1952 for the purpose of preparing for the Conference of the Section to be held during the Stockholm Congress.

At this later Conference an invitation was received to hold the next one in the spring of 1953 in Rome, and the Section Committee met in October 1952 in London for the purpose of preparing for it.

SECTION CONFERENCE IN ROME

The Management Committee first convened the Rome Conference for April 1953, but it had to be postponed to 26 to 31 October 1953. It was attended by 85 delegates, representing 21 affiliated organizations in 15 European countries, viz: Austria, Belgium, Denmark, Finland, France, Germany, Great Britain, Greece, Italy, Luxemburg, the Netherlands, Norway, the Saar, Sweden, and Switzerland. From outside Europe there were three delegates representing the National Federation of Indian Railwaymen and two delegates representing the Tunisian Railwaymen's Federation. There were further in attendance three observers from the Italian Locomotivemen's Union, representatives of Italian authorities, the Italian federations of trade unions, the International Railway Congress Association and the Belgian National Railway Company, and the Social Attachés at the embassies in Rome of Great Britain, the United States and Germany. The General Secretary attended the Conference during the first two days.

The following was the Agenda :

1. Secretary's Report
2. Safety of workers on the permanent way
3. Repercussions on the staff of modern developments in signalling and telephone communications
4. Prophylactic medical services on railways
5. Circulation of trains without guards
6. International meetings of young officials of railway trade unions.

The Secretary's Report referred largely to general affairs affecting railway trade unions, with special reference to relations of the I.T.F. with railway trade unions and the decision of the Executive Committee to convene an Asian railwaymen's conference. It also described action taken on behalf of affiliated railway trade unions for the enforcement of the eight-hour day on the Greek railways, the defence of collective bargaining rights of the Saar and Trinidad Railwaymen's Unions, and in protest against mass dismissals of railwaymen in Colombia; and further gave particulars of technical, moral, and financial assistance given to certain affiliated railway organizations in France, Italy, Rhodesia, Tunisia, and Pakistan. One chapter was devoted to the defence of railwaymen's interests in the Inland Transport Committee of the Economic Commission for Europe, and another to the steps taken by European governments with a view to improving the organization of European transport.

The Report was approved after a full discussion, which was concluded with the adoption of the following resolutions:

Workers on Private Railways in Japan—"The International Railwaymen's Conference, has been made aware of the decision of the Congress of the Japanese Federation of Workers of Private Railways to cease affiliation with the I.T.F., and it supports the reasoned appeal sent to that Federation by the Secretariat of the I.T.F., asking it to reverse its decision.

"The Conference urges the workers on the Japanese private railways to remain in association with their railwaymen comrades of the democratic world, to fight with them against the economic exploitation and political oppression of the workers, and to co-operate in the establishment of a world order based on the association of the peoples in freedom and equality to promote their welfare by the common use of the world's resources."

Asian Railwaymen's Conference—"The I.T.F. International Railwaymen's Conference.

"Extends friendly greetings to the Asian railwaymen and urges them to join the ranks of the I.T.F., as the railwaymen of India did 30 years ago, and more recently those of Eastern Pakistan and Hongkong.

"The workers belonging to the I.T.F.—among them over three million railwaymen in all parts of the world—are convinced that only through the permanent association of all workers' organizations in the world can the differences that divide peoples and races be overcome, and social justice achieved.

"The Conference expresses its full sympathy with the desire of the Asian railwaymen's trade unions to co-operate with each other, and it applauds the decision of the Executive Committee of the I.T.F. to convene shortly an Asian Railwaymen's Conference. It believes that close and permanent relations between the Asian railwaymen's unions are just as necessary—and will be as valuable—as the relations between the European and American unions have been and still are. The Conference expresses the hope that the Asian Railwaymen's Conference will be the starting point of a flourishing Asian Section of the I.T.F.

“The forging of links of friendship between the railwaymen of the different countries of Asia, and between the Asian railwaymen and those of other parts of the world, is a necessary contribution to understanding between the peoples, to international workers’ solidarity, and to world peace.”

Eight-Hour Day on the Greek Railways—“The I.T.F. International Railwaymen’s Conference expresses its indignation at the refusal of the Hellenic Government to extend the eight-hour day to 3,000 railwaymen, and regards the argument of financial difficulties, put forward by them, as entirely unacceptable.

“The Conference calls attention to the fact that Greece has not only ratified the international eight-hour Convention of 1919, but also that its representatives at the International Labour Conferences of 1951 and 1952 promised shortly to reintroduce the eight-hour day in all railway services.

“It once more appeals to the Hellenic Government finally to honour its signature and its word.”

Collective Bargaining on the Railways in the Saar Territory—“The I.T.F. International Railway Conference once more protests against the withdrawal of the recognition of the right of the railway trade unions in the Saar Territory to represent the workers in the industry.

“In all democratic states, with the sole exception of the Saar Territory, the right of railwaymen’s unions to negotiate the rates of pay and conditions of service of the workers in the industry is now accepted as a fundamental right. The principles underlying the Saar Territory law relating to the legal status and remuneration of the railway personnel have been abandoned in the civilized world for 30 to 50 years, and are at present also in the course of disappearing in the colonial countries.”

Tunisian Railwaymen’s Claims—“The I.T.F. International Railwaymen’s Conference has heard the Tunisian delegates declare:

“(1) That the private companies which manage the railways on behalf of the State were more concerned with the interests of their shareholders resident outside the country than they were with the service rendered to the community by the railway system;

“(2) That there was serious restriction of freedom of association, parallel with repression of the political activity of Tunisian citizens, who ask that their country shall be governed by an assembly of representatives of the Tunisian people;

“(3) That the relations between the Tunisian Railwaymen’s Federation and the railway companies had been poisoned by the vicious policy of reprisals against hundreds of members of the Federation;

“(4) That the personnel policy of the railway companies prevented Tunisians from securing many posts. It also treated Tunisian railwaymen as poor relations in regard to social security and the housing policy of the railway companies.”

The Tunisian delegation had asked the Conference for the insertion of a paragraph pledging the I.T.F.'s support for the Tunisian Railwaymen's Federation's claim that the railways of their country be no longer farmed out to companies but be managed by an administration directly subordinate to the State. The Resolutions Committee and the Conference itself were of opinion that this claim was political in character and was therefore outside of the terms of reference of a Section Conference. They advised the Tunisian Railwaymen's Federation to approach the Executive Committee. Although not completely satisfied, the Tunisian delegation accepted the advice and voted for the resolution.

Transport Coordination

Consideration of the chapter relating to the work of the Inland Transport Committee of the Economic Commission for Europe, and in particular that Committee's endeavours to frame principles of transport coordination, led to a discussion on subsidies to the railways. There was a large measure of agreement with the Section Secretary's view that a policy of subsidies is no substitute for a genuine policy of coordination, but several speakers asked that the question of coordination be studied further, and discussed at a joint conference of the two Sections mainly concerned.

European Transport

With regard to the organization of European Transport, the Dutch delegation raised the question whether in the light of recent experience, particularly that resulting from the activity of the European Coal and Steel Community, the I.T.F.'s policy aiming at the creation of a European Transport Authority did not need revision. In view of the fact that the I.T.F. Congress had called for consideration of this question by an *ad hoc* I.T.F. body, the Conference took no decision.

In respect of both problems the Conference trusted that the Executive Committee would do what was necessary.

Technical Matters

The Conference discussed three reports on technical matters and in connection therewith adopted the following resolutions:

Safety of Permanent Way Workers—"The I.T.F. International Railwaymen's Conference finds that in many countries the frequency of accidents in the maintenance of way service on the railways is very high, and that it is desirable to endeavour to increase the safety of these workers and thus save many human lives.

"The Conference considers it necessary to declare that responsibility for safety measures should devolve upon the employer, who should be obliged to give gangers exact instructions as to the measures to be taken to protect the workers under their orders. It is not enough to leave everything to the discretion of these gangers, who may be tempted to run risks under pressure of other requirements of the service.

“The Conference further makes the following recommendations:

“(1) The employer should take all steps necessary to give gangers adequate instructions in safety measures, and to ensure, by periodical courses of instruction and examinations, that they are, and remain, fully equal to their task.

“(2) Safety regulations for the maintenance of way service should not only be amended and completed as railway technique develops, but they should be subjected from time to time to a complete revision by experts chosen by the employer and the appropriate trade union.

“(3) In cases where constant telephone connection between the ganger and traffic control is calculated better to ensure the protection of permanent way men, and a fixed telephone is not easily accessible, there is a case for providing the ganger with a portable telephone.

“(4) In all cases in which the ganger cannot conveniently perform the double task of supervising the work and caring unassisted for the safety of his men, he should be under the formal obligation of posting a sufficient number of lookout men, whose sole duty it should be to protect the lives of their fellow workers.

“(5) Motorized or hand-driven trolleys used by gangs to transport men, tools or material, should be treated as trains and protected by stop and block signals, or by equivalent special measures. Exceptions should only be made for vehicles, used by a single man, which can be easily tipped off the track.

“(6) Employers and trade unions should join efforts to educate the workers concerned to protect themselves and their fellow workers by scrupulously observing all safety rules.”

Signalling and Telecommunications—“The I.T.F. International Railwaymen’s Conference has considered the question of technical progress in railway signalling and telecommunications, and its repercussions on the working conditions of the personnel concerned, and has come to the following conclusions:

“Technical advance in this branch of the railway service is calculated to increase the output of the railways and their ability to compete with other forms of transport. It is therefore necessary to reckon with a rapid extension of the use of modern innovations. It is the duty of railwaymen’s trade unions to look after the interests of the workers concerned and take steps to avert or mitigate adverse social effects of rationalization.

“The Conference therefore puts forward the following claims:

“(1) Railwaymen are entitled to an appropriate share in the profits arising from rationalization. This share should be used to improve the working conditions of the whole of the personnel, that is to say to increase wages or shorten hours of work, or both, according to circumstances in the country concerned.

“(2) Advantage should be taken of possibilities of reducing personnel as a result of measures of rationalization only in so far as the remaining personnel is able to assume the consequent increased responsibility. In addition provision should be made for future recruitment of personnel by revising promotion rules.

“(3) Jobs affected by rationalization should be reclassified, taking into account the increased responsibilities.

“(4) In the case of employees operating electrified signal boxes, in which a degree of concentration is called for that is likely to be harmful to health, working hours should be reduced, the age of retirement advanced, and pension regulations amended so that the employees concerned may obtain full pension from the moment of leaving the service.

“(5) Redundancy of personnel should not lead to dismissals. Employees whose jobs are abolished should be given other employment of equivalent grade, or retrained for employment on different work. In so far as changes of place of residence are inevitable, due consideration should be given to the interests of the families of the persons concerned.

“The Conference recommends affiliated organizations to favour the exchange of experience with rationalization in the signalling and tele-communications service, and to encourage members concerned to inform themselves—as far as possible on the spot—about conditions prevailing in other countries.”

Trains Without Guards—“The I.T.F. International Railwaymen’s Conference having considered the problem of the running of trains without guards, has come to the following conclusions:

“(1) In no case should a train drawn by a locomotive or motor vehicle manned by a single man be allowed to run without at least one trainman on board.

“(2) Passenger trains, even when there are two locomotivemen on the locomotive or motor vehicle, should not be allowed to run without an accompanying trainman.

“(3) Whether the running of goods trains without an accompanying trainman is possible and admissible should be decided in each country separately after consideration of all the pertinent factors. It is not possible to formulate a generally applicable rule.

“(4) In so far as goods trains are run unaccompanied, the following technical conditions should be fulfilled:

“(a) Reliable continuous brakes connected with a device which immediately informs the locomotive driver of any injury to the brakes.

“(b) Couplings and drawgear so strong as largely to rule out any breaking away of part of the train.

“(c) Well-developed safety installations and methods which afford every guarantee against a train entering a section while another train or part of a train is in it.

“(d) Station personnel fully acquainted with the regulations relating to brakes, and the provisions regarding the make-up of trains; and clear regulations as to the responsibilities for the observance of these provisions.

“(e) Lines should be amply provided with telephone posts, or the locomotives with radio-telephones, enabling the locomotive personnel to advise train dispatchers immediately of any accidents or incidents which might occur.

“(5) In so far as it is necessary to use train personnel in other services in consequence of reduction of or abolition of crews, they should be entitled to equivalent positions and protection against material loss.”

FUTURE WORK

At the proposal of the French Railwaymen's Federation the Conference received a report on the functioning of *preventive medical services* on certain railways. Owing to shortage of time, the report could not be discussed fully and it appeared, moreover, that the question was not yet ripe for the framing of a resolution that would serve as a guide to affiliated organizations. The report was therefore referred back to the Railwaymen's Section Committee.

The Conference further discussed a report on *educational activities* to be initiated on an international scale, by the I.T.F. Railwaymen's Section, for younger trade union officers, both honorary and paid. It appeared that the delegations were not empowered to commit their organizations to the expenditure that such activity would involve. Furthermore, the ideas of what could be or should be done were not yet sufficiently clarified. Consequently, the Conference also referred this report back to the Railway Section Committee.

With regard to future work, the Conference heard an appeal by Mr. Guruswami, General Secretary of the National Federation of Indian Railwaymen, pointing out the need to supply Asian organizations with full information about *relationships between trade union and railway administrations*, and facilities granted by railway administrations to trade unions to assist them in doing their work. This is, in the main, a task for the Secretariat and the Conference left it to the Secretariat to deal with it.

The Conference adopted a proposal of the Dutch Railwaymen's Union “to institute an enquiry into methods employed in different countries to ensure the safety of trains, with a view to determining whether greater uniformity can be achieved; and if so on what basis.”

It further approved a programme of work proposed by the Section Committee, comprising the following problems:

1. Penal and disciplinary responsibility of railwaymen.
2. Psycho-technical methods of selecting railway personnel.
3. A comparative study of hours of work regulations on the railways.
4. Results of co-management.

Other items of special interest to the section will be found on pages 12, 13, 14, 29, 39, 40, 43, 45, 47, 50, 51, 52, 53, 54, 55, 56, 58, 59, 62, 63, 65, 66, 67, 73 and 86.

Road Transport Workers' Section

SECTION COMMITTEE

The Committee in function before the 1952 Congress was composed of the following:

		<i>Member</i>		<i>Substitute</i>
Belgium	...	G. Hendrickx	...	J. Geldof
Denmark	...	E. Borg	...	E. Winther
Finland	...	S. Koutio	...	H. Palmén
France	...	M. Gellibert	...	P. Felce
Germany	...	J. Steldinger	...	H. Jipp
Great Britain	...	F. Cousins	...	F. Coyle
Holland	...	H. W. Koppens	...	H. de Later
Italy	...	G. Martelli	...	
Norway	...	O. Askeland	...	E. Aasen
Sweden	...	H. Svensson	...	S. Klinga

At the Section Conference held during the 1952 Congress, all outgoing members and substitutes were re-elected except that the late Mr. M. Gellibert was replaced by Mr. Felce, with Mr. M. Bourgoïn as substitute; that Mr. H. Jipp was replaced by Mr. O. Knaak; and that Austria was added to the countries represented in the Committee, with Mr. K. Weigl as member and Mr. H. Dobnik as substitute. Mr. Hj. Svensson was re-elected as Chairman of the Section.

The Committee met in an ordinary meeting on 17 and 18 November 1952 in London, and in an emergency meeting on 25 and 26 February 1953 in Geneva. On both occasions, it discussed steps to be taken in connection with the regulation of conditions of employment in international road transport in Europe.

CONDITIONS OF EMPLOYMENT IN INTERNATIONAL ROAD TRANSPORT IN EUROPE

A European agreement embodying regulation of conditions of employment in international road transport was signed by Governments in March 1954. As the I.T.F. was instrumental in framing this first document of the kind, our activity in connection with the matter deserves record here.

Ever since its inception the Inland Transport Committee of the Economic Commission for Europe had felt the necessity of putting order into the international road transport business before its volume had grown very big in a disorderly fashion. If road transport is to play a

useful rôle in international traffic it must have a stable economic basis, not subject to sudden expansions or contractions resulting from competitive war between road and rail, or between road carriers, or from sudden changes in the conditions under which motor vehicles may circulate on foreign roads. Therefore the governments felt that it was necessary to come to agreement among themselves on the use of roads by foreign vehicles, and to impose on all road carriers a code stipulating uniform technical and commercial conditions, as well as uniform legal obligations of the carriers towards their customers and the authorities of foreign countries. The I.T.F. took part in this discussion on the basis of the following two proposals submitted to the Oslo Congress in 1948:

"Two Drivers in International Road Traffic:

This Congress

Declares that passenger coaches passing through two or more countries should be manned by two drivers. (Proposed by the Swedish Transport Workers' Union.)"

"International Motor Drivers' Working Hours and Rests:

This Congress

Decides to appoint a committee to draw up regulations providing uniform working hours and rest periods for drivers of freight lorries and passenger coaches engaged in international traffic (Proposed by the Dutch Transport Workers' Union)."

The governments readily agreed that equity in competition required some regulation of the main aspects of conditions of work in road transport, especially hours of work. The E.C.E. asked the I.L.O. to draft the chapter of the code dealing with conditions of work. This was the most appropriate procedure because conditions of work are the prerogative of the I.L.O., and because the I.L.O. is particularly fitted for the task, as both employers and workers take part in its deliberations. The Governing Body of the I.L.O. referred the matter to the Inland Transport Committee of the I.L.O. which dealt with it at its meeting of December 1951, at Nervi (Genoa).

The Section Committee studied the matter closely at meetings in 1949 and 1951 and worked out a detailed programme for the Nervi meeting, based on statements received from the affiliated unions. The regulation worked out at Nervi did not meet the claims of the I.T.F. on every point but it was a fair compromise, achieved in the main with the help of the governments.

The road transport employers went into action to prevent the Nervi regulation from being included unchanged in the European road transport code, and secured some support in various Transport Ministries. At a meeting of the E.C.E. Inland Transport Committee held in May 1952,

some representatives of these Ministries took the view that they were not bound by the votes cast by the representatives of Ministries of Labour, and several made an attempt to set aside the results of the Nervi discussions.

The spokesman of the I.T.F. stated that the workers could not agree that governments should say "yes" by mouth of the Ministry of Labour and "no" by that of the Ministry of Transport. However, somehow the employers succeeded in getting detailed proposals laid before a sub-committee of the I.L.O. Governing Body, which was to discuss them on 27 February 1952. The I.T.F. Secretariat convened in Geneva on 25 and 26 February an emergency meeting of the Section Committee, which contacted the Workers' Representatives on the I.L.O. Sub-Committee—Messrs. Léon Jouhaux, Alfred Roberts, H. Vermeulen and J. Möri. The outcome was that the employers' proposals were not discussed and that the I.L.O. reserved its right to scrutinize and approve or disapprove of changes in the Nervi regulation agreed to by the Inland Transport Committee of the E.C.E. At the same time the I.L.O. representative on the latter was instructed to draw its attention to any relevant I.L.O. Convention, Recommendation or Resolution.

The Inland Transport Committee of the E.C.E. met in Paris from 20 April to 1 May 1952. An I.T.F. delegation consisting of Messrs. Svensson (Chairman of the Road Transport Workers' Section), de Later (Holland) and Tofahrn (Section Secretary) attended the last three days of the meeting. They could not prevent a revision of the clauses drafted at Nervi, and had to try to limit the damage. The stipulations on maximum hours of work and minimum hours of rest were considerably weakened, but in compensation the delegation secured the insertion of a new stipulation fixing the maximum driving time in every 24-hour period at 9 hrs. They also secured further minor improvements of the Nervi text.

Even in its new and weakened form, the text inserted in the "Standard Set of Rules" governing international road transport in Europe meets the claims raised at the I.T.F. Congress in 1948. It also provided the basis for a "Memorandum on conditions of employment in road transport", of universal application, adopted by the I.L.O. Inland Transport Committee in 1954.

SECTION CONFERENCE

A Conference of the Road Transport Section of the I.T.F. was held in Zurich from 21 to 24 April 1952. It was attended by forty delegates representing 19 organizations in Austria, Belgium, Denmark, Finland, France, Germany, Great Britain, Holland, Ireland, Norway, Sweden and Switzerland.

The following was the Agenda :

1. Secretariat's Report
2. Coordination of transport: Rapporteur H. W. Koppens
3. Compulsory third party insurance
4. Organization of European transport

5. Penalties against drivers for breaches of regulations
6. Participation of road transport workers in activities of I.T.F. Vigilance Committees
7. Proposals of affiliated unions

The Secretariat's Report gave an account of action taken or requiring to be taken in respect of the 1939 Convention on hours of work and rest periods in road transport; labour problems arising out of coordination; regulation of international road transport in Europe; adoption of a "Road Transport Workers' Charter" by the I.L.O. Inland Transport Committee; and conditions of work in long distance transport and in urban passenger transport. The other items were the subject of further reports.

As a result of its discussions the Conference adopted the following resolutions:

Coordination of Transport—"The International Road Transport Workers' Conference, meeting in Zurich from 21 to 24 April 1952, under the auspices of the I.T.F., voices the desire of the road transport workers that their labour should be used in the manner most beneficial to the public good.

"Having considered the problem of coordination of transport and recognizing that the methods of operation at present applied in Europe lead generally to uneconomic and wasteful competition, which has adverse effects on the conditions of employment of the workers in the industry, the conference expresses its conviction that full coordination of the various modes of transport is necessary for achieving an efficient, adequate, economical and properly integrated system of public inland transport, capable of serving most efficiently and conveniently the needs of the public, agriculture, commerce and industry.

"The conference requests the Executive Committee of the I.T.F. to continue and broaden the study of the subject with a view to enabling the several sections concerned to formulate jointly the principles of a comprehensive coordination."

Compulsory Third Party Risk Insurance—"Whereas in several countries professional drivers are insufficiently protected against the third party risks connected with their jobs;

"Whereas civil liability must be exclusively the employers' responsibility;

"The International Road Transport Workers' Conference, meeting in Zurich from 21 to 24 April 1952 under the auspices of the I.T.F.,

"Recommends affiliated organizations to pursue the improvement of the regulations governing third party risk insurance, and in particular seek to give effect to the following principles:

- (1) Drivers must be free of civil liability.
- (2) It shall be an offence for an employer to require or allow a driver to drive an uninsured vehicle.

- (3) The law must ensure the continuity of the contract of insurance, preferably by stipulating that an insurance policy remains in force, despite a change of ownership of the vehicle, until replaced by a new insurance contract, and despite non-payment of insurance premiums, until the insurer has notified the competent authority that the policy has lapsed.
- (4) The minimum liability to be assumed by insurers (and transport undertakings allowed by law to be their own insurers) must be sufficient fully to compensate the victims of traffic accidents.
- (5) The existence and continuity of insurance contracts must be assured by a system of control and inspection making it the duty of the competent authority to prevent, as far as possible, the circulation of uninsured vehicles, and to remove such vehicles from traffic immediately upon discovery or notification."

Misuse of Alcohol—The Conference expressed the view that "It will serve the interests of professional drivers if European authorities are informed of trade union views on action against the misuse of alcohol in road transport and about what is to be understood by:

- (1) a well-balanced and justifiable measure of severity in the repression of traffic offences due to alcohol;
- (2) a reasonable measure of power to be given to the police for stopping drivers from continuing to drive while under the influence of drink; and
- (3) a practical manner of dealing with passengers and other persons who may have incurred some responsibility in the dangerous behaviour of a driver.

"The Conference declares:

- (1) The driving licence is to be withdrawn, for a period to be fixed by national legislation, from every driver found to be driving under the influence of drink, regardless whether an accident has occurred or not.
- (2) The driving licence is to be withdrawn for a minimum of five years when a driver is convicted for the second time of driving while under the influence of drink; a driver convicted three times is to be disqualified for life from driving a motor vehicle.
- (3) The police must be empowered to prevent a driver driving as long as he is under the influence of drink, and the procedure must ensure either swift trial by the judiciary or other competent authorities or the possibility for the driver to continue earning his living pending trial.
- (4) Passengers or other persons who can be charged with aiding and abetting a driver to drive a motor vehicle while under the influence of drink must be prosecuted as well as the driver."

International Trade Union Relations of Transport Workers Employed by Public Authorities—"Whereas the interests of all transport workers are interdependent, whether these workers are in the employ of private undertakings or of public authorities;

“Whereas the furthering of the transport workers’ interests in the international sphere postulates that their trade unions speak with one voice through a single international trade union body;

“Whereas the I.T.F. is the natural international rallying point for all free trade unionists in the world of transport;

“Whereas many transport workers in the employ of public authorities in different countries are already affiliated with the I.T.F. and have taken part in its work for many years;

“This International Road Transport Workers’ Conference, meeting in Zurich from 21 to 24 April 1952, under the auspices of the I.T.F.;

“Appeals to all trade unions catering for transport workers in the employ of public authorities which are still outside the I.T.F., to enable and urge their transport workers’ section to affiliate with the I.T.F.”

Proposed European Transport Authority—“Whereas the transport industries of Europe have been organized since the second world war on the same lines as they were before, i.e. to serve special interests, national and private;

“Whereas national and private rivalries lead in the sphere of transport to economic absurdities of which the European peoples, and to some extent also the transport workers, suffer the consequences;

“Whereas the organization of European transport with a view to facilitating the economic integration of Europe and to serving the interests of the European community and of transport workers is making very little progress;

“Whereas the problem of a rational organization of road transport is only soluble within the framework of an organization of European transport as a whole;

“Whereas post-war developments in the field of transport confirm the soundness of the I.T.F.’s proposal for the creation of a European transport authority;

“Whereas the discussions on the Inland Transport Committee of the Economic Commission for Europe, though helping to clarify the problem of the organization of European transport, also show reluctance on the part of the European governments to solve it in the manner required by the need for European unity and by economic common sense;

“Whereas the discussions on the question of European transport on the various bodies of the Council of Europe, whilst confirming that the I.T.F.’s proposal is a practical proposition, have hitherto remained fruitless;

“This Conference,

“Declares the support of the road transport workers for the I.T.F.’s proposal for a European transport authority, with a special agency for the road transport industry;

“Encourages the Secretariat of the I.T.F. to continue to use the Inland Transport Committee of the E.C.E. as a platform and to seize all other opportunities which present themselves for furthering and justifying the proposal of the I.T.F.;

“Invites affiliated unions and their members to take as much advantage as possible of all appropriate opportunities for convincing public opinion, governments and parliaments concerned of the need for entrusting the organization of transport to a European transport authority.

“Decides to propose to the next Congress of the I.T.F. that action in favour of the coordination of transport should be linked with that in favour of the creation of a supra-national authority, with a view to imparting a fresh impulse to the efforts to provide the European Community with a transport system capable of furthering its progress.”

PROGRAMME OF WORK

The Conference agreed to various proposals—made by affiliated organizations, a conference committee on urban passenger transport workers, the Section Committee and the Secretariat—which constitute the programme of work for the near future, i.e.:

1. An enquiry into the vocational proficiency of motor vehicle drivers and its enhancement, and conditions of admittance to the motor driver's calling;
2. An enquiry into labour inspection as applied to road transport;
3. Legal and disciplinary penalties as applied to road transport workers involved in accidents;
4. Legal assistance for drivers involved in accidents while in a foreign country;
5. Formulation of the demands of urban passenger transport workers in connection with the revision of Convention No. 67 of 1939;
6. Enquiry into conditions of employment in urban passenger transport and formulation of a programme of demands for submission to the Inland Transport Committee of the I.L.O.;
7. Enquiry into the effect of technical progress on the living and working conditions of urban passenger transport workers;
8. Enquiry into conditions in the taxi industry.

There are further two purely technical questions, viz: (a) amendment of the 1949 Convention on Road Traffic to provide that all public passenger and heavy goods vehicles have front side mirrors on both sides, and that all vehicles have two red rear lights; (b) to consult affiliated organizations on amendment of the same Convention to provide that all heavy vehicles be equipped with motor, hand and foot brakes.

The questions listed under 1., 2., 5. and 6. figure already among those to be dealt with by the I.L.O. Inland Transport Committee.

Other items of special interest to the section will be found on pages 12, 28, 29, 41, 45, 50, 63, 79, 86 and 129.

Fishermen's Section

I.L.O. COMMITTEE OF FISHERY EXPERTS

At a meeting of the Joint Maritime Commission held in Geneva from 12 to 17 May 1952 the Workers' Group submitted a resolution asking for the setting up of a tripartite committee of experts to deal with fishermen's questions. It only received the votes of the Seafarers' Group, as all the employers' representatives abstained. The Governing Body of the I.L.O. considered the question at its meeting in June 1952, however, but postponed decision until governments had been consulted.

The conference of the Fishermen's Section, held in connection with our Stockholm Congress, adopted a resolution on the same subject, asking the Governing Body of the I.L.O. to hasten the matter and, in a circular dated 6 August 1952, unions organizing fishermen were asked to urge their governments to give immediate attention to the I.L.O. questionnaire on the subject.

There was a long delay, during which we continued to press matters, as reported in the chapter dealing with our relations with the I.L.O., but it is now possible to report a step forward for the Fishermen's Section. At its meeting of 24/27 November 1953 the Governing Body of the I.L.O. decided, by 21 votes to 8, to set up a Committee of Experts on Fishing Questions, to be composed of 12 members appointed in consultation with governments and the employers' and workers' groups of the Governing Body.

(Since the end of 1953 we have been asked to put forward four nominations for the Workers' Side of this Committee. We nominated Kumajiro Takahashi (Japan), Gunvald Hauge (Norway), T. Birkett (Great Britain), and Patrick McHugh (U.S.A.), with R. Dekeyzer (Belgium), H. Hildebrand (Germany) and Ivar Nes (Norway) as technical advisers.)

The Committee will meet during the spring of 1954 to discuss (a) minimum age on entry; (b) medical examination on entry; and periodically thereafter; (c) articles of agreement; and (d) accident insurance.

STOCKHOLM RESOLUTIONS ON FISHERMEN'S QUESTIONS

(a) Attacks on fishing boats

Our Stockholm Congress adopted a resolution, put forward by the Fishermen's Section, protesting against armed attacks by Communists on fishing vessels of various nationalities and urging the United Nations Organization and governments concerned to "take immediate and strong action to prevent these outrages".

The resolution was brought to the attention of the U.N.O., and a circular to affiliated organizations urged them to take the matter up with their respective governments.

(b) Territorial waters

A second resolution adopted by the Stockholm Congress at the request of the Fishermen's Section asked the Secretariat of the I.T.F. to take up with the appropriate international agency the difficulties caused by the lack of clearly defined internationally recognized limits to terri-

torial waters in connection with deep-sea fishing operations and urging that in the meantime traditional limits should be observed. This resolution was also brought to the attention of the U.N.O. and affiliated unions were asked by circular to take the matter up with their governments.

The question of the limits of territorial waters was considered by the United Nations International Law Commission at a Conference in Geneva in August 1952. The Commission was not able to arrive at any definite conclusions and decided to ask the countries concerned for their views on the matter, which it was hoped would be obtained by the summer of 1953. On 26 August 1952 we communicated this information to our affiliated unions organizing fishermen, asking them again to take the matter up with their governments.

The matter subsequently came before the General Assembly of the United Nations (November-December 1953), which decided, however, to refrain from dealing with problems relating to the management of the high seas, in order that the Law Commission might continue its studies, which were not expected to be completed before 1957.

The Assembly's Legal Committee submitted a number of recommendations and though these were not adopted they are an interesting contribution to the eventual settlement of the problem of territorial waters.

In a report defining the continental shelf, it was recommended that a state should regulate and control fishing activities on the high seas where its own nationals were engaged. If the nations of two or more states were engaged in such an area, the states concerned should jointly prescribe the necessary measures against waste and extermination. Subsequently if other nationals whose country did not subscribe to the agreed measures should enter the area, the question should be referred to an international body at the request of any one of the interested parties.

A second recommendation of the Assembly's Legal Committee was that in any area within one hundred miles from their territorial seas, maritime states should be entitled to take part on an equal footing in framing any system of regulation, even though their nationals do not engage in fishing in that area.

A third recommendation was that states should be bound in duty to accept any system of regulation of fisheries, in any area of the high seas, which an international authority, created within the framework of the United States, might prescribe as essential for the protection of fishing resources.

It was also suggested that on the high seas adjacent to its territorial seas a maritime state should be entitled to exercise the control necessary to prevent and punish infringement, within its territory or territorial seas, of its customs, immigration, fiscal or sanitary regulations. Such control should not be exercised beyond twelve miles from the base line from which the width of the territorial sea is measured.

FISHERMEN'S SECTIONAL COMMITTEE

At the conference of the Fishermen's Section held in connection with our Stockholm Congress the following were elected to constitute the Fishermen's Sectional Committee for the ensuing period: Belgium: R. Dekeyzer; France: vacant; Germany: H. Hildebrand (Chairman); Holland: A. de Boon; Japan: K. Takahashi; Norway: I. Haugen; United Kingdom: vacant; United States: J. Waugh.

Other items of special interest to the section will be found on pages 13, 56, 57, 58 and 79.

Civil Aviation Section

CIVIL AVIATION SECTIONAL CONFERENCE, STOCKHOLM, JULY 1952

During 1952 the only conference of the Civil Aviation Section of the I.T.F. was held in July on the occasion of the Stockholm Congress.

Reports were adopted on (a) Flight Time Limitations, drawn up by the sub-committee of the Section (the Belgian delegates abstained); and (b) Working Conditions of Ground Personnel, prepared by the Secretariat on instructions from the sectional conference held at Stuttgart in 1950.

The Conference further took cognizance of the results of the enquiry made by the Secretariat into the deleterious effects of flying. To a draft of a model collective agreement for steward/ess personnel, approved by the Flying Staff Sub-Committee at its meeting in London on 23 February 1951, certain objections were raised, and it was decided to refer the report to affiliated organizations concerned for their comments.

Two resolutions were adopted, one aiming to secure the recognition hitherto denied it for the League of Mexican Air Line Pilots, the other protesting against the attacks on civil aircraft by Communist fighter planes.

M. Lapeyre of the French Public Works and Transport Federation, was unanimously re-elected Chairman of the Section, and it was decided to elect a Flying Staff Sub-Section Vice-Chairman to take his place in case of need; Mr. H. O'Neill, of the British Radio Officers' Union, being chosen for the purpose. It was further decided that seats should be reserved on the Section Committee (one each on the Flying and Ground Staff Sub-Sections) for the German Union, since it was anticipated that Germany would shortly have civil aviation of her own. A seat was also reserved for France on the Flying-Staff Sub-Section Committee, so that any French flying staff organization that might eventually join the I.T.F. could be represented. The Section Committee is therefore now made up as follows: **Flying Staff Sub-Section**: Two seats each for North America and Great Britain, and one each for Belgium, France, Germany, Holland, Scandinavia and Switzerland. **Ground Staff Sub-Section**: Two seats each for North America and Great Britain, and one each for France, Germany, Holland, Scandinavia and Switzerland.

The conference decided to take a stand on the principle that social questions connected with civil aviation should come within the scope of I.L.O. activities for international purposes, and that the I.C.A.O. was not competent to deal with them.

CIVIL AVIATION FLYING STAFF CONFERENCE, PARIS, 10/11 JUNE, 1953

In 1953 a Flying Staff Conference held in Paris on 10/11 June was attended by delegates representing organizations in Belgium, France, Germany, Great Britain, Holland, Sweden, Switzerland and the United States. The International Federation of Air Line Pilots' Associations sent an observer.

The ground was prepared for a more vigorous development of the Section in the future, the programme to include crew fatigue, sickness and accident insurance, and superannuation, and four important resolutions were adopted: one, on the question of safety standards, enumerated requirements for flight crew complement; the second dealt with the danger of dispensing with 500 kc/s equipment and qualified radio personnel, and called upon the I.C.A.O. to discourage this tendency; the third called upon the I.L.O. to create machinery for dealing with the social problems of the civil aviation industry, and urged the interchange of representation between the I.L.O. and the I.C.A.O. with a view to consultation where the social and technical questions of the industry overlapped; while the fourth proposed the setting up of an expert Civil Aviation Committee of the I.L.O., which should be recognized by the I.C.A.O., and function in a similar way to the I.L.O.'s Joint Maritime Commission.

The Conference finally approved, after minor amendments, the draft model agreement for airline steward/ess personnel, to serve as a guide for national organizations in their collective bargaining.

The Conference regretfully accepted the resignation of Mr. H. O'Neill as Vice-Chairman of the Flying Staff Sub-Section, and unanimously elected Mr. Stolz of Belgium to replace him.

MEETING WITH I.F.A.L.P.A., 14 SEPTEMBER 1953

As a result of a decision of the Paris Flying Staff Conference, a sub-committee appointed by that Conference met representatives of the International Federation of Air Line Pilots' Associations (I.F.A.L.P.A.) in London on 14 September 1953.

The meeting, which was conducted in a friendly atmosphere, was called to discuss ways and means for ensuring a common approach to problems of interest to all aircrew categories. It was decided that, in addition to each federation sending an observer to the other's conferences, when I.F.A.L.P.A. or the I.T.F. had items on its conference agendas of interest to the other, a joint meeting should be called in advance of the conference to ensure that the views of each were fully known. Such a procedure would in no way encroach upon the autonomy of the conferences, but would avoid the publication of differences of opinion on matters of common interest.

AIRCREW MANIFESTO

During the period arrangements were made to print 5,000 copies of an Aircrew Manifesto entitled "Solving Aircrew Problems". It stresses the desirability of affiliation with the I.T.F., and gives a résumé of I.T.F. policy as applied specifically to aircrew personnel. The intention is to get it into the hands of affiliated organizations, and through them to non-affiliates aboard the aircraft.

SERVICE TO AFFILIATED ORGANIZATIONS

The Section has considerably increased its activity in dispatching material of interest to affiliates: current collective agreements and air regulations of all major countries having now been circulated. The end of December 1953 saw the dispatch of two surveys: one of trade union organization of civil aviation personnel, the other of world development in aviation and statistical information regarding principal airlines.

GROUND STAFF CONFERENCE

At the end of 1953 arrangements were in hand for a Ground Staff Sub-Section Conference to take place in March 1954.

NEW AFFILIATES

During 1952-53 the following organizations affiliated with the Civil Aviation Section:

Date	Organization	Categories	Strength
April 1952	Union of Air Workers, Colombia.	Flying and Ground Staff	1,107
Feb. 1953	Union of Civil Aviation Flying Personnel, France.	Flying Staff	700
Dec. 1953	Transport Workers' Union of America.	Flying and Ground Staff	17,200

Other items of special interest to the section will be found on pages 13, 14, 53, 66, 67, 79 and 127.

Inland Waterway Workers' Section

A meeting of the Inland Waterway Workers' Section of the I.T.F., held in Hamburg on 21 and 22 February 1952, was attended by 18 representatives of Belgian, British, Dutch, French, German and Swiss unions interested in Rhine shipping, together with the General Secretary of the I.T.F. It was mainly concerned with the extent to which two international conventions of 27 July 1950, relating to social security and working conditions of workers engaged in the navigation of the Rhine, and signed by Germany, the United Kingdom, Belgium, France, Holland and Switzerland, had actually been ratified. Although ratification of the former of the two was found to be progressing satisfactorily (actually it has since come into force, on 1st June 1953), that of the convention on working conditions was hanging fire. The meeting consequently adopted the following resolution:

"The representatives of I.T.F.-affiliated unions with an interest in Rhine shipping, meeting in Hamburg on 21 and 22 February 1952, note with great regret that, with the exception of the German Federal Republic, no country has yet ratified the international agreement on the working conditions of Rhine boatmen concluded in July 1950 by governmental representatives of the Rhine riparian states and Belgium.

"In view of the extremely great importance which those employed in Rhine shipping attach to the agreement, particularly as a proper regulation of working hours is still lacking, all unions concerned are invited to make urgent representations to their governments in order to bring about its early ratification. They are further requested to report back on the steps so taken to the Conference of Inland Waterway Workers which is to be held in conjunction with the I.T.F. Congress of July 1952, in order that this conference may, in full knowledge of the position then existing, decide on such measures as it may deem necessary."

The matter was further considered at the Conference of the Section held in connection with our Stockholm Congress, in July 1952. It appeared that Switzerland had some objections to the Convention on working conditions, with particular reference to the question of night rest. The Secretariat was instructed to prepare a booklet in French, German and Dutch, containing the text of the two Conventions and a manifesto urging the workers on the Rhine to organize. This was sent out in October 1952.

In connection with this problem, the Hamburg meeting also considered the state of organization among the workers on the Rhine. It was noted with satisfaction that the Swiss Transport Workers' Union had decided to undertake the organization of the crews of Swiss vessels plying on the Rhine. Since then very considerable progress has been made in this respect, and by the end of 1953 the Swiss union had succeeded in organizing no less than 648 out of the approximately 800 men working on the Swiss Rhine vessels.

As regards the French Rhine fleet, the Hamburg meeting found that of the 1,500 men employed very few indeed belonged to a trade union, a fact which constituted a serious danger to the workers of other nationalities employed in the same trade. The Secretariat of the I.T.F. was asked to see what could be done about it, and the other unions interested have generously contributed a total of 5,000 German marks to finance the work, in the following proportions: Belgian Transport Workers' Union DM 1,000; German Transport Workers' Union DM 2,500; Dutch Transport Workers' Union DM 1,500.

Arrangements were made with the Strasbourg Trades Council to appoint an organiser, who took up his duties on 15 June 1952, but who was replaced by another man on 1st November 1953. Up to the end of 1953 we had spent altogether 720,000 French francs on this work, but results have by no means been so satisfactory as in the case of the Swiss Union. There have been serious difficulties, not the least being the fact that many of the men employed on the French vessels had been previously organized in a Roman Catholic trade union, which they had left after suffering severe disappointments, which had apparently prejudiced them against trade unions. The collection of contributions has also been unsatisfactory.

The difficulties about the ratification of the Convention on working conditions persisted throughout the rest of 1952 and 1953. They were aggravated when, in October and November 1952, the Swiss Transport Workers' Union came to an agreement with the Swiss Rhine shipping companies to petition the Swiss Government with a view to obtaining an interpretation of the night rest provisions that would meet their convenience or, failing that, a revision of these provisions, and the Swiss Government communicated accordingly with the I.L.O.

The Swiss union took this step without previous consultation with the I.T.F. The situation thus created made necessary a conference of the affiliated unions concerned, which was held in Strasbourg on 23 and 24 March 1953. The Conference recognized that a revision of the Convention was hardly avoidable and that a tripartite conference of the countries concerned was therefore necessary. Consequently the I.L.O. was asked to convene one as soon as possible, in order to consider ways and means of bringing about ratification of the Convention in its existing or possibly a revised form. In the meantime the Swiss Government, with the support of the representatives of the Swiss workers, has been seeking an amendment of the Convention, but the French Government seems to have been reluctant to take part in a Conference for that purpose. Other I.T.F. unions concerned, in Belgium, France, Germany and Holland, though wishing the Convention to be enforced in its present form, felt that it would be better to have another discussion, in order to break the deadlock over implementation.

The matter was considered by the Governing Body of the I.L.O. at its May-June 1953 Session, and it decided to consult the Governments concerned. As a result, when the year ended a further Session of the Special Tripartite Conference concerning Rhine Boatmen was due to be held at Geneva from 18 to 23 January 1954, to consider the following amendments and additions proposed by Swiss Government:

- (1) Partial exemptions, from some of the provisions, in favour of owner-operators.
- (2) Exception to provisions concerning night rest during navigation.
- (3) Inclusion of 1st May among recognized public holidays.
- (4) Grant in principle of 12 working days annual holidays after six months service (instead of after twelve).

We have arranged to hold a preparatory conference of I.T.F. representatives, also in Geneva, on 16 and 17 January 1954. Since the General Secretary will be unable to attend, on account of the meeting of our Executive Committee in Washington on the 25th, the Assistant General Secretary will take charge.

The Conference of the Inland Waterway Section held in connection with our Stockholm Congress elected the following committee for the Section for the ensuing two years: Austria: L. Brosch; Belgium: L. Eggers; France: vacant; Germany: H. Hildebrand; Netherlands: T. Smeding; Pakistan: vacant. Mr. T. Smeding was unanimously re-elected Chairman.

Other items of special interest to the section will be found on pages 47 and 88.

X.

Miscellaneous

ABORTIVE PERONIST TRANSPORT WORKERS' CONGRESS

ATLAS (Asociación de Trabajadores Latino-Americanos Sindicalistas, or Latin-American Trade Union Workers' Association) is General Perón's answer to the I.C.F.T.U. and its Latin-American regional organization, the O.R.I.T. It was constituted at a conference held in Asunción (Paraguay) in February 1952, and held its first Congress in Mexico late the same year. Since then Peronist Labour Attachés at Argentine legations have been very active, and, as a result, national ATLAS committees have been set up in Bolivia, Brazil, Chile, Colombia, Cuba, Paraguay, Mexico, and some of the Central American countries.

In February 1953 we learned that ATLAS was planning to hold a Latin-American Transport Workers' Conference some time during the year. We consequently sent a warning circular to Latin-American transport workers' organizations on 17 February. Whether it was the result or not we do not know, but the Conference did not take place.

Things do not seem to be going too well with ATLAS. Towards the end of 1953 two of the members of its Executive Committee resigned owing to disagreement over policy, while the General Secretary, Jose Espejo (Argentine) was replaced by Fernando Pérez Vidal, one of the secretaries of the Cuban National Transport Workers' Federation, which is affiliated with the I.T.F., and *not* with ATLAS. Pérez Vidal has been expelled from his union in consequence

NEW CIVIL AVIATION WORKERS' INTERNATIONAL

We received on 8 October 1953 a letter headed "International Aviation Workers' Office" and signed by Mr. Calixto Sánchez Whyte, in which he informed us that "a group of trade unions in several countries has thought fit to set up an 'International Organization of Aviation Workers', for the purpose of strengthening existing relations between them and promoting the economic improvement of the workers concerned". He hoped that we would "view his endeavours sympathetically".

The new organization has its offices in the building belonging to the Cuban Confederation of Labour, where I.T.F. Regional Office was formerly.

We replied to Mr. Sánchez on 6 November, pointing out that the I.T.F. already has a civil aviation section doing precisely the same work as his new organization proposes to do. So far he has not answered.

In the meantime, Mr. George Harrison, President of the American Brotherhood of Railway Clerks, and the O.R.I.T., the I.C.F.T.U. Inter-American Regional Organization, have sent us copies of similar letters they have received from Mr. Sánchez, and copies of their replies, on similar lines to ours.

Mr. Calixto Sánchez Whyte, is no stranger to us. He is General Secretary of the Cuban Civil Aviation Federation, which is nominally affiliated with the I.T.F., and which applies to the I.T.F. for assistance when it requires it. He was a member of the Committee of our own Regional Organization, and held the office, in that Committee, of "Delegate of the I.T.F. Secretariat".

We do not think we need feel any concern about the new move. While the new International might succeed in picking up one or two little South American organizations here and there, it is hardly likely to do much more, and will certainly never become world-wide in scope.

I.T.F. PROPAGANDA IN SPAIN

In the May 1953 issue of our Journal we printed an article dealing with the strikes in Barcelona and Bilbao. This was reprinted in a clandestine journal which the Spanish General Union of Workers prints approximately every two months for circulation inside Spain. We later had an exchange of letters with that organization, as a result of which our Executive Committee, at its meeting in Copenhagen on 29/30 June, agreed to an arrangement under which the I.T.F. would contribute up to £200 a year towards the cost of printing and distributing this journal, in return for which one page or more is devoted to I.T.F. propaganda.

Obituary

Death of Hariharnath Shastri

We regret to report the death of Brother Hariharnath Shastri, President of the National Federation of Indian Railwaymen, in an aeroplane accident near Nagpur on 12 December 1953

Death of Leif Olsen

We regret to report the death, in September 1953, of Mr. Leif Olsen, President of the Norwegian Transport Workers' Union.

Personalia

New President of Norwegian Marine Engineers' Federation

Mr. Johs. E. Johansen retired in September 1953 from the Presidency of the Norwegian Marine Engineers' Federation, and was replaced by Mr. Leif Lersted.

New General Secretary of the Norwegian Navigators' Union

Mr. Olav Skjervoll retired from the General-Secretaryship of the Norwegian Navigators' Union on 1 July 1953, and was replaced by Mr. N. Nilsen.

Máximo Machín elected President of the Uruguayan Trade Union Confederation

Máximo Machín, General Secretary of the Uruguayan Railwaymen's Federation, was elected President of the Uruguayan Trade Union Confederation towards the end of 1953.

New President of Swedish Transport Workers' Union

Mr. Ragnar Helgesson, General President of the Swedish Transport Workers' Union, retired after the Union's Congress in August 1953, and was replaced by Mr. Sigurd Klinga.

New President of Norwegian Transport Workers' Union

Mr. O. Askeland was chosen as President of the Norwegian Transport Workers' Union in September 1953, following the death of Mr. Leif Olsen.