

**ITF**

**REPORTS**

**1954-1955**

**AND**

**PROCEEDINGS**

**OF**

**VIENNA CONGRESS**

**18-26 JULY 1956**

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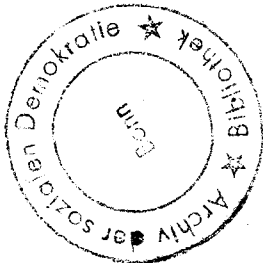
INTERNATIONAL TRANSPORT WORKERS' FEDERATION  
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## OBITUARY

**Prosper De Bruin**, former President and founder of the Belgian Railwaymen's Union. Died on 25 November 1955 at the age of 70.

**Harry Chappell**, National President of the Canadian Brotherhood of Railway Employees and other Transport Workers. Died on 5 February 1955 at the age of 52.

**Gordon Reed Clutterbuck**, Translator-Interpreter of the I.T.F. for 33 years. Died on 15 October 1955 at the age of 69.

**Arthur Deakin**, President of the I.T.F., General Secretary of the British Transport and General Workers' Union, prominent leader of the British and international trade union movement. Died on 1 May 1955 at the age of 64.

**Albert Forslund**, former President of the Swedish Railwaymen's Union, former Minister of the Swedish Government and prominent leader of the Swedish trade union movement. Died in May 1954 at the age of 73.

**Trifón Gómez**, member of the Executive Committee of the I.T.F., Director of the newly-established Regional Secretariat of the I.T.F. for Latin America, former leader of the Spanish (republican) Railwaymen's Union, former member of the Spanish (republican) Government and Minister of the Spanish Government in Exile. Died on 8 October 1955 at the age of 67.

**N. M. Joshi**, leader of the Indian trade union movement and of the Indian seamen in particular. Died on 30 May 1955 at the age of 75.

**León Jouhaux**, President of the French Trade Union Federation "Force Ouvrière" and leading personality in the international trade union movement. Died on 29 April 1954 at the age of 74.

**Arie Kievit**, former member of the Management Committee of the I.T.F., former President of the Dutch Transport Workers' Union. Died in March 1955 at the age of 73.

**Berthold König**, former member of the General Council of the I.T.F., former General Secretary of the Austrian Railwaymen's Union. Died on 25 November 1954 at the age of 80.

**Thomas Laursen**, General Secretary of the Danish Seamen's Union. Died on 10 January 1954 at the age of 58.

**Alan Manson**, Assistant General Secretary of the British National Union of Seamen. Died on 6 May 1955 at the age of 56.

**Rudolf Müller**, co-founder of the Austrian Railwaymen's Union. Died on 22 March 1955 at the age of 92.

**Antonio Pérez**, deputy member of the General Council of the I.T.F., leader of the Spanish anti-Franco railwaymen. Died in March 1955 at the age of 64.

**Johann Smeykal**, former leader of the Austrian Railwaymen's Union. Died in July 1954 at the age of 78.

**W. R. Spence**, former member of the Management Committee and General Council of the I.T.F., former General Secretary of the British National Union of Seamen. Died on 3 March 1954 at the age of 78.

**Stephen Stolz**, Vice-Chairman of the Civil Aviation Section of the I.T.F., official of the Civil Aviation Section of the Belgian Union of Public Employees. Died on 13 February 1955 in an air accident at the age of 30.

**Arthur Ernest Tiffin**, member of the Executive Committee of the I.T.F., General Secretary of the British Transport and General Workers' Union. Died on 27 December 1955 at the age of 59.

**Daniel Tobin**, former President of the International Brotherhood of Teamsters (United States). Died on 14 November 1955 at the age of 80.

**Max Zwalf**, head of Research and Publications Department of the I.T.F. since 1931. Died on 5 November 1954 at the age of 53.

# Introduction

The report hereby presented deals with the activities of the I.T.F. during the two years 1954-55. It shows, we trust, that the tasks which were referred to us by the London Congress of July 1954 have been carried out in a manner which merits the approval of our affiliated unions.

It is customary to make reference to the trend of membership. Once again we are in a position to report an advance on the figure previously reported. Admittedly it is not a big one for an organization such as the I.T.F. : from 4,715,000 at the end of 1953 to 4,914,000 at the end of 1955, an increase therefore of just under 200,000. But three important things have to be noted : firstly, several disaffiliations, as well as a suspension from membership, took effect during the period under review, though actually they occurred in the preceding period. Secondly, a number of unions whose affiliations with the I.T.F. had in the course of time become purely nominal have been deleted from the membership list : an administrative adjustment which is necessary from time to time and which is almost inevitable in an organization like the I.T.F. Thirdly, no fewer than twelve new affiliations took place during the first months of 1956, just outside the period covered by the report. If these factors are taken into consideration, the increase in membership is really appreciably greater than apparent from the figures quoted.

It has to be said, nevertheless, that as far as membership is concerned the I.T.F. has in recent years not shown the dynamic growth which is essential if it is to accomplish its mission to the full. We have here to re-emphasize a point which was made in the report to the London Congress : that the I.T.F. must look for future large-scale expansions of membership to regions which so far have scarcely been penetrated. In some of these regions trade union movements are already well established; in others trade union movements still have to be built before they can be brought within the I.T.F. In both cases a long-term pioneering job has to be done, and it is therefore a question of time before the fruits can be expected to become visible.

The report here presented shows the priority which has been given to regional activities in the I.T.F. From the agenda of the Congress it will be seen that plans exist for devoting still more energy to this work. The success of our efforts naturally depends upon the resources, in money, men and material, available for the purpose. We are confident that the affiliated unions of the I.T.F. are fully conscious of the paramount importance of the task, both as a duty of international solidarity and as a dictate of practical policy.

In the sphere of the general activities of the I.T.F. we would acknowledge once more the great role which the I.L.O. has continued to play in furthering the purposes of the different sections of the I.T.F. and express

our thanks for the invaluable services rendered from the labour point of view. To some it may seem that progress on international problems is very slow. If that is so, it is primarily because such is the nature of things. Also it is because a point is reached where action returns from the international plan to the national, where further results internationally depend upon a renewal of impetus at the national level. Ultimately organizations like the I.L.O. and the I.T.F. are not capable of more than the combined efforts put forth by the constituent parts.

In other words, everything depends upon the help and support of our affiliated unions. We have every reason to be satisfied with the manner in which we have been backed up in the past. For this unflinching cooperation we would express our deepest gratitude, coupled with the confident hope that it may continue to be forthcoming in equal and even greater measure in the critical years which lie ahead.

London, April 1956.

O. Becu,

General Secretary.

# I.

## Governing Bodies and Internal Organization

### THE CONGRESS

The London Congress of 16 to 24 July 1954 was attended by 201 delegates representing 83 affiliated organizations in 29 countries—an all-time record. In addition, fraternal delegates were present from the International Confederation of Free Trade Unions, the British Trades Union Congress, the British Labour Party, the International Federation of Air Line Pilots' Associations, the Scandinavian Transport Workers' Federation, the International Free Trade Union Centre of Trade Unionists in Exile, and the Railwaymen's Union of Indonesia; and observers from the International Labour Organization, the Embassies in London of Egypt, France, Germany, Indonesia, Israel, Japan, Norway, and the United States, and the High Commissioner of Pakistan.

In accordance with tradition, the following I.T.F. veterans attended as guests: Charles Lindley, Robert Bratschi, G. Joustra, J. Brautigam, C. N. Gallie, G. B. Thorneycroft, J. B. Figgins, and M. Pounder.

Thanks are due to the British unions who set up a Reception Committee which was responsible for the excellent arrangements and amenities which contributed so much to the comfort and entertainment of delegates, and also to the Rt. Hon. Victor Mishcon (Chairman) and the members of the London County Council, for kindly placing London's famous County Hall at the disposal of Congress.

The following is a Summary of the resolutions adopted by the Congress:

**RESOLUTION ON AMENDMENT TO PREAMBLE OF CONSTITUTION**—that the word "colonialism" be inserted in the last sentence of the Preamble to the Constitution, making it read as follows: "It stands for the defence of democracy and freedom, and is opposed to colonialism, totalitarianism, and aggression in all forms." This was a proposal of the Tunisian Railwaymen's Federation. It had always been previously assumed that this point was covered by the statement in Rule 1 that it was one of the objects of the I.T.F. "to cooperate in the establishment of a world order based on the association of all peoples in freedom and equality for the promotion of their welfare by the common use of the world's resources"; but the Resolutions Committee deferred to the wishes of the Tunisian organization, and the full Congress agreed unanimously.

**RESOLUTION AGAINST THE COLOUR BAR**—pointing out that African workers in Kenya and other African territories are barred from skilled employment in the transport industry, and asking the Executive Committee to make representations to the governments of the mother-countries concerned, with a view to obtaining the repeal of all discriminatory industrial legislation based on colour.

**RESOLUTION ON COLONIAL WORKERS AND THE I.L.O.**—endorsing the claim of workers in dependent countries and territories to direct representation at the International Labour Conference, and on the Governing Body and all committees of the I.L.O. where their interests are concerned; and calling for the establishment in Africa of an I.L.O. agency to supervise the implementation of conventions and recommendations applicable to workers in dependent countries and territories.

**RESOLUTION ON PROHIBITION OF ATOMIC BOMBS**—expressing sympathy with the Japanese workers in their sufferings resulting from the recent thermo-nuclear experiment; and calling upon authorities concerned to ensure that workers shall not again be the victims of atomic experiments.

**RESOLUTION ON FREEDOM AND WORLD PEACE**—appealing to the United Nations to continue to make every effort to ensure that atomic energy is used exclusively for peaceful ends, and that the manufacture and movement of war materials are placed under effective international supervision; pledging the support of the I.T.F. to the peace-promoting efforts of the I.C.F.T.U.; and calling upon I.T.F.-affiliated unions to bring all pressure to bear upon their national legislatures and otherwise to play their part towards securing freedom and peace.

**EMERGENCY RESOLUTION ON TUNISIA**—approving the action undertaken by the Executive Committee on behalf of the Tunisian railwaymen; demanding the complete raising of the penalties inflicted on the Tunisian railwaymen who took part in the strike of 1st April 1952; supporting the demand of the Tunisian Railwaymen's Federation that all the country's railways be managed by a body responsible directly to the Tunisian State; and expressing sympathy with Tunisian democrats who are striving for the emancipation of the workers of that country.

**RESOLUTION ON WORLD TRADING RELATIONS**—welcoming the easement of world trading relations, and calling upon affiliated organizations to urge on their governments the development of friendly trading relationships with all countries willing to enter into general trade agreements.

**RESOLUTION ON INTERNATIONAL TRADE UNION RELATIONS**—suggesting a reduction in the number of international trade secretariats and the opening of joint regional offices; declaring its willingness to cooperate with other international trade secretariats in realizing these aims, subject to there being no diminution of the activities of the I.T.F.; and authorizing the Executive Committee to enter into negotiations with the I.C.F.T.U. and any of the international trade secretariats, with a view to drafting proposals to achieve these aims.

**RESOLUTION ON FREE TRADE UNIONS IN UNDERDEVELOPED COUNTRIES**—urging the need for strong and democratic trade union movements in the underdeveloped and non-self-governing countries, in order that they may achieve a decent standard of life and political freedom; and calling upon affiliated unions in the more advanced parts of the world to contribute as generously as possible, financially and otherwise, to the work the I.T.F. is doing to encourage the formation and growth of free trade unions of transport workers in such countries, and to participate as fully as possible in the regional work of the I.C.F.T.U.

**RESOLUTION ON TRADE UNION RIGHTS AND LABOUR DISPUTES IN JAPAN**—drawing attention to the restriction of trade union rights in Japan, and urging the Japanese Government to adapt its legislation to the ideas of the democratic world as expressed in many of the instruments of the I.L.O., and in particular the resolution on industrial relations in inland transport adopted in 1947 by the Inland Transport Committee of that organization.

**RESOLUTION ON PERSONAL CONTACTS BETWEEN WORKERS OF DIFFERENT COUNTRIES**—asking the Executive Committee and Secretariat to encourage bilateral arrangements between affiliated organizations for international exchanges of transport workers.

**RESOLUTION ON RESPONSIBILITY FOR TRAFFIC ACCIDENTS**—demanding that expert assessors be attached to courts dealing with traffic accidents, and that trade unions shall have the right to help to choose such assessors; and confirming the request of the Committees of the Railwaymen's and Road Transport Workers' Sections for an inquiry into legislation relating to traffic accidents.

**RESOLUTIONS ON THE FORTY-HOUR WEEK**—urging improvement of regulations relating to hours and rest periods, and their strictest possible observance, and calling upon transport workers' trade unions to strive unremittingly for the reduction of working hours in order to bring about the realization of the forty-hour week as soon as economic conditions in the respective countries permit.

**RESOLUTION ON ORGANIZATION OF EUROPEAN TRANSPORT**—instructing the Executive Committee to set up, in conjunction with the affiliated unions in the Western European countries concerned, a committee to assist the Secretariat in its task of keeping in touch with the activities of governmental and non-governmental international bodies concerned with European Transport; and to try to influence the activities of these bodies towards the elimination of rivalry in transport policies and the laying down of rules for the sharing of traffic.

**RESOLUTION ON THE STANDARD SET OF RULES FOR INTERNATIONAL ROAD TRANSPORT IN EUROPE**—instructing the Secretariat of the I.T.F. to draft measures calculated to ensure observance of the Standard Set of Rules for International Road Transport in Europe.

**RESOLUTION ON THE PROBLEM OF FLAG TRANSFERS**—calling upon the Governing Body of the I.L.O. to place the question of working conditions of Panamanian, etc., ships on the agenda of the next session of the Joint Maritime Commission; asking the I.L.O. to prepare a report on



governments' views on the report of the Committee on conditions in Panama-flag vessels; and asking that the effect of flag transfers on seafarers' conditions should form a major part of the Director-General's Report to the proposed Maritime Session of the 1957 International Labour Conference.

**RESOLUTION ON THE REVISION OF THE INTERNATIONAL CONVENTION ON WAGES, HOURS AND MANNING ON BOARD SHIP**—noting earlier decisions of the Governing Body of the I.L.O. regarding possible revision of the Convention (No. 93) concerning Wages, Hours and Manning on Board Ship, and asking that the preparatory meeting which was being proposed to consider the question should be regarded as the first stage in the double-discussion procedure usually applied when adopting and revising I.L.O. conventions.

**RESOLUTION ON THE MISINTERPRETATION OF I.L.O. DECISIONS**—pointing out that conventions, recommendations and resolutions adopted by the International Labour Conference are intended to be regarded as international minima, in no way prejudicing more favourable conditions already or subsequently obtained nationally; and that this notwithstanding shipowners in some countries are using them to undermine existing national standards; deprecating such action, and pledging support to national seamen's unions in meeting such attacks on their rights.

**RESOLUTION ON THE IMPLEMENTATION OF I.M.C.O. CONVENTION**—reaffirming the resolution of the I.T.F. Seafarers' Sectional Conference, in April 1945, inviting the fourteen governments that have ratified the 1948 convention concerning an Inter-governmental Maritime Consultative Organization, to consider the possibility of achieving the purposes of the Convention by means of voluntary machinery; and expressing the hope that the consultations being conducted under E.C.O.S.O.C. auspices will be terminated as expeditiously as possible.

**RESOLUTION ON ESCAPES FROM IRON CURTAIN COUNTRIES**—expressing sympathy with seamen working on the merchant ships of Communist-dominated countries, who seek refuge in the free countries, and urging that they should be granted rights of asylum and opportunities of employment to the fullest extent permitted by security and economic considerations.

**RESOLUTIONS ON WORKING CONDITIONS OF BOMBAY DOCK WORKERS**—noting the unsatisfactory conditions of work in the port of Bombay; recalling the resolution on dock decasualization schemes adopted by the Third Session of the Inland Transport Committee of the I.L.O. in May 1949, and that on the subject of dockers' welfare facilities adopted at the Fifth Session of February 1954—for both of which Indian Government representatives voted—and promising all possible support to the Bombay Port Workers' Union in its endeavours to secure implementation of these resolutions in India.

**RESOLUTION ON FUNDAMENTAL CONDITIONS OF DOCK WORKERS**—endorsing as fundamental, the following principles formulated by the Dockers' Section of the I.T.F., for inclusion in an international programme of demands to be drawn up by a future conference of the

Docker's Section of the I.T.F.: (a) Guaranteed minimum monthly wage financed by employers' contributions or a levy upon goods handled by the industry; (b) Holidays with pay; (c) Retirement pension at the age of sixty; (d) Invalidity pensions related to the heavier physical requirements of dock work.

RESOLUTION ON FISHERMEN'S QUESTIONS AND THE I.L.O.—welcoming the decision of the Governing Body of the I.L.O. to set up a committee of experts on fishermen's questions; welcoming further the fact that this committee was to consider the four aspects of minimum age for entry to the trade, medical examination, accident insurance, and articles of agreement and to make recommendations as to which of these aspects is ripe for international action; and asking that such recommendations be placed on the agenda of the 1956 International Labour Conference.

RESOLUTION ON ENCROACHMENTS ON THE FREEDOM OF THE SEAS—expressing concern at encroachments upon the freedom of the seas, such as those involved in recent thermo-nuclear experiments, and attempts by certain countries to extend their territorial waters; calling upon the United Nations to take steps to ensure that proper precautions be taken in the case of dangerous experiments; and urging governments to include representatives of the fishermen in their delegations to international conferences concerned with the industry.

RESOLUTION ON FAIR JOB EVALUATION ON INLAND WATERWAYS—asking the Secretariat of the I.T.F. to approach governments concerned with a view to securing by negotiation the equation of travelling time with working time in the inland waterways.

RESOLUTION ON THE CONSOLIDATION OF TRADE UNIONS OF CIVIL AVIATION WORKERS—pointing out the great diversity in the trade union organization of civil aviation workers, and the large number of numerically weak organizations, and urging them to consolidate by affiliating with the I.T.F.

RESOLUTION ON I.T.F. ATTENDANCE AT INTERGOVERNMENTAL CIVIL AVIATION CONFERENCES—claiming the right to attend, on a consultative basis, at conferences of the I.C.A.O.

RESOLUTION ON I.L.O. JOINT AVIATION COMMISSION—asking the Director-General of the I.L.O. to bring before the autumn 1954 session of the Governing Body the question of the machinery required to deal with the social problems of the civil aviation industry; and asking further for the setting up of a special commission for civil aviation, and a special section within the Secretariat of the I.L.O. to deal with such matters.

VOTING RIGHTS AT CONGRESS—The Credentials Committee's report to Congress contained a recommendation that the Executive Committee should be asked to reconsider Paragraph 8 of Rule VI of the Constitution of the I.T.F., which lays down that in case of a card vote the voting strength of each delegation shall be directly proportional to the affiliation fees paid for the quarter immediately preceding the Congress. This report was unanimously adopted. The Executive Committee was asked to report its conclusions to the next Congress.

## GENERAL COUNCIL

The following was the composition of the General Council at the beginning of 1954 (see Note):

<i>Countries or Groups</i>	<i>Members and Substitutes</i>
Austria, Switzerland, Saar	<u>A. Thaler</u> (R), Austria; L. Brosch (T), <span style="display: block; text-align: right;">Austria</span> <u>R. Bratschi</u> (R), Switzerland; W. Brunner <span style="display: block; text-align: right;">(T), Switzerland</span> <u>E. Welter</u> (R), Saar; R. Freund (R), <span style="display: block; text-align: right;">Austria</span>
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) <span style="display: block; text-align: right;">both Greek</span>
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> (T); J. Steldinger (T)
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), <span style="display: block; text-align: right;">Denmark</span> <u>E. Borg</u> (T), Denmark; L. S. Olsen (T), <span style="display: block; text-align: right;">Norway</span> <u>G. Widing</u> (R), Finland; J. K. F. Jensen <span style="display: block; text-align: right;">(R), Denmark</span>
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</u> and <u>P. Tofahrn</u>

(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—Railway-men; T—Transport Workers generally; S—Seafarers; D—Dockers; CA—Civil Aviation; RT—Road Transport Workers.)

The following were the members of the General Council chosen by the London Congress:

<i>Countries or Groups</i>	<i>Members and Substitutes</i>						
Great Britain ... ..	<table border="0" style="border-collapse: collapse;"> <tr> <td style="padding-right: 10px;"><u>J. S. Campbell</u> (R)</td> <td rowspan="4" style="font-size: 3em; padding-left: 10px;">}</td> <td rowspan="4" style="padding-left: 10px;">D. S. Tennant (S) A. Hallworth (R)</td> </tr> <tr> <td><u>A. Deakin</u> (T)</td> </tr> <tr> <td><u>W. J. P. Webber</u> (R)</td> </tr> <tr> <td><u>T. Yates</u> (S)</td> </tr> </table>	<u>J. S. Campbell</u> (R)	}	D. S. Tennant (S) A. Hallworth (R)	<u>A. Deakin</u> (T)	<u>W. J. P. Webber</u> (R)	<u>T. Yates</u> (S)
<u>J. S. Campbell</u> (R)	}	D. S. Tennant (S) A. Hallworth (R)					
<u>A. Deakin</u> (T)							
<u>W. J. P. Webber</u> (R)							
<u>T. Yates</u> (S)							
Germany ... ..	<table border="0" style="border-collapse: collapse;"> <tr> <td style="padding-right: 10px;"><u>H. Jahn</u> (R); <u>F. Schreiber</u> (R)</td> </tr> <tr> <td><u>C. Kamp</u> (R); <u>F. Berger</u> (R)</td> </tr> <tr> <td><u>A. Kummernuss</u> (T); <u>G. Huber</u> (T)</td> </tr> <tr> <td><u>H. Hildebrand</u> (T); <u>J. Steldinger</u> (T)</td> </tr> </table>	<u>H. Jahn</u> (R); <u>F. Schreiber</u> (R)	<u>C. Kamp</u> (R); <u>F. Berger</u> (R)	<u>A. Kummernuss</u> (T); <u>G. Huber</u> (T)	<u>H. Hildebrand</u> (T); <u>J. Steldinger</u> (T)		
<u>H. Jahn</u> (R); <u>F. Schreiber</u> (R)							
<u>C. Kamp</u> (R); <u>F. Berger</u> (R)							
<u>A. Kummernuss</u> (T); <u>G. Huber</u> (T)							
<u>H. Hildebrand</u> (T); <u>J. Steldinger</u> (T)							
Sweden ... ..	<u>H. Blomgren</u> (R); <u>S. Klinga</u> (T)						
France ... ..	<u>F. Laurent</u> (R)						
Italy, Trieste ... ..	<u>A. Fiorini</u> (R); <u>M. Martella</u> (R)						
Greece, Israel, Lebanon ...	<u>A. Thiopoulos</u> (D), Greece; <u>Z. V. Barash</u> (R), Israel						
Spain ... ..	<u>Trifón Gómez</u> (R); <u>A. Pérez</u> (R)						
Benelux ... ..	<table border="0" style="border-collapse: collapse;"> <tr> <td style="padding-right: 10px;"><u>R. Dekeyzer</u> (T), Belgium</td> <td rowspan="3" style="font-size: 3em; padding-left: 10px;">}</td> <td rowspan="3" style="padding-left: 10px;">P. de Vries (S), Holland</td> </tr> <tr> <td><u>H. J. Kanne</u> (R), Holland</td> </tr> <tr> <td><u>C. J. Leurs</u> (R), Luxembourg</td> </tr> </table>	<u>R. Dekeyzer</u> (T), Belgium	}	P. de Vries (S), Holland	<u>H. J. Kanne</u> (R), Holland	<u>C. J. Leurs</u> (R), Luxembourg	
<u>R. Dekeyzer</u> (T), Belgium	}	P. de Vries (S), Holland					
<u>H. J. Kanne</u> (R), Holland							
<u>C. J. Leurs</u> (R), Luxembourg							
Denmark, Norway, Finland, Iceland, Estonia and Eire	<table border="0" style="border-collapse: collapse;"> <tr> <td style="padding-right: 10px;"><u>E. Borg</u> (T), Denmark; <u>O. Askeland</u> (T), Norway</td> </tr> <tr> <td><u>I. Haugen</u> (S), Norway; <u>S. F. Andersen</u> (S), Denmark</td> </tr> <tr> <td><u>G. Widing</u> (R), Finland; <u>J. K. F. Jensen</u> (R), Denmark</td> </tr> </table>	<u>E. Borg</u> (T), Denmark; <u>O. Askeland</u> (T), Norway	<u>I. Haugen</u> (S), Norway; <u>S. F. Andersen</u> (S), Denmark	<u>G. Widing</u> (R), Finland; <u>J. K. F. Jensen</u> (R), Denmark			
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Austria, Switzerland, Saar	<table border="0" style="border-collapse: collapse;"> <tr> <td style="padding-right: 10px;"><u>A. Thaler</u> (R), Austria; <u>R. Freund</u> (R), Austria</td> </tr> <tr> <td><u>H. Düby</u> (R), Switzerland; <u>A. Sorg</u> (T), Switzerland</td> </tr> <tr> <td><u>E. Welter</u> (R), Saar; <u>W. Svetelsky</u> (T), Austria</td> </tr> </table>	<u>A. Thaler</u> (R), Austria; <u>R. Freund</u> (R), Austria	<u>H. Düby</u> (R), Switzerland; <u>A. Sorg</u> (T), Switzerland	<u>E. Welter</u> (R), Saar; <u>W. Svetelsky</u> (T), Austria			
<u>A. Thaler</u> (R), Austria; <u>R. Freund</u> (R), Austria							
<u>H. Düby</u> (R), Switzerland; <u>A. Sorg</u> (T), Switzerland							
<u>E. Welter</u> (R), Saar; <u>W. Svetelsky</u> (T), Austria							
Canada ... ..	<u>F. H. Hall</u> (R)						
United States ... ..	<table border="0" style="border-collapse: collapse;"> <tr> <td style="padding-right: 10px;"><u>A. E. Lyon</u> (R)</td> </tr> <tr> <td><u>H. Lundeberg</u> (S)</td> </tr> <tr> <td><u>M. Quill</u> (T)</td> </tr> </table>	<u>A. E. Lyon</u> (R)	<u>H. Lundeberg</u> (S)	<u>M. Quill</u> (T)			
<u>A. E. Lyon</u> (R)							
<u>H. Lundeberg</u> (S)							
<u>M. Quill</u> (T)							
Cuba ... ..	<u>F. Pomar</u> (RT)						
Latin America ... ..	<u>M. Machín</u> (subject to ratification)						
India, Ceylon, Kenya ...	<u>P. D'Mello</u> (D), India						
Japan ... ..	<u>T. Nishimaki</u> (S)						
Pakistan ... ..	}	None appointed					
Australia, New Zealand ...							
I.T.F. Secretariat ... ..	<u>O. Becu</u> and <u>P. Tofahrn</u>						

In 1955 two members of the General Council, A. Deakin and T. Gómez, died. The British affiliated unions agreed to nominate A. E. Tiffin, General Secretary of the Transport and General Workers'

Union, to replace A. Deakin, but A. E. Tiffin died in December, before he could assume office. In the period under review no provisions were made to replace T. Gómez.

The member-designate for Latin America, M. Machín, relinquished his post as General Secretary of the Uruguay Railwaymen's Union and his election was therefore not ratified. In his stead the new General Secretary of the Union, Juan F. Delfino, was nominated.

The General Council met immediately following the Congress for the purpose of electing a President and Vice-President. Mr. Arthur Deakin was chosen as President, and Mr. Hans Jahn as Vice-President. The second meeting of the General Council was held in Helsinki, 15 to 17 June 1955.

### EXECUTIVE COMMITTEE

At the beginning of 1954 the Executive Committee consisted of:

Robert Bratschi (Swiss Railwaymen), *President*  
Arthur Deakin (British Transport Workers), *Vice-President*  
R. Dekeyzer (Belgian Transport Workers)  
P. Ferri-Pisani (French Seafarers)  
Trifón Gómez (Spanish Railwaymen and Transport Workers)  
Ingvald Haugen (Norwegian Seafarers)  
Hans Jahn (German Railwaymen)  
H. J. Kanne (Dutch Railwaymen)  
A. E. Lyon (U.S. Railwaymen)  
O. Becu (Belgian Transport Workers), *General Secretary*.

The following were elected to the Executive Committee by the London Congress:

A. Thaler (Austrian Railwaymen)  
R. Dekeyzer (Belgian Dockers)  
F. Laurent (French Railwaymen)  
H. Jahn (German Railwaymen)  
A. Deakin (British Dockers)  
H. Kanne (Dutch Transport Workers)  
I. Haugen (Norwegian Seamen)  
T. Gómez (Spanish Transport Workers)  
A. E. Lyon (U.S. Railwaymen)  
O. Becu (Belgian Transport Workers), *General Secretary*.

Two members, A. Deakin and T. Gómez died. A. Deakin was replaced by A. E. Tiffin, who also died.

During the period under review the Executive Committee met four times: 25 to 27 January 1954 in Washington, 14, 15, 20 and 23 July 1954 in London (in conjunction with the Congress), 12 to 14 January 1955 in London and 13 and 14 June 1955 in Helsinki.

## MANAGEMENT COMMITTEE

The Management Committee elected by the Stockholm Congress, and still in office at the beginning of 1954, was composed of:

J. G. Baty (Associated Society of Locomotive Engineers and Firemen)  
D. S. Tennant (Navigators' and Engineer Officers' Union)  
W. J. P. Webber (Transport Salaried Staffs' Association)  
Tom Yates (National Union of Seamen), *Chairman*

The following was the new Management Committee elected by the London Congress, and still in office at the end of 1955:

J. S. Campbell (National Union of Railwaymen)  
A. Hallworth (Associated Society of Locomotive Engineers and Firemen)  
W. J. P. Webber (Transport Salaried Staffs' Association)  
Tom Yates (National Union of Seamen), *Chairman*

During the period the Management Committee met 12 times, on 11 January, 19 March, 4 June, 12 July, 30 August and 12 November 1954, and 18 February, 13 May, 1 July, 22 July, 23 September and 18 November 1955.

## THE PRESIDENT

As already mentioned, the General Council, after being elected by the London Congress, unanimously elected A. Deakin President and H. Jahn Vice-President of the I.T.F. After the death of the President on 1st May 1955, the Vice-President, Hans Jahn, automatically became Acting President of the I.T.F.

## AUDITORS

The London Congress elected J. Haworth and J. F. Stafford to constitute the Committee of Auditors.

## ACCOUNTANTS

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

## PUBLICATIONS

Throughout the period the *I.T.F. Journal* has been published regularly monthly in English. The German edition has been issued, as a rule, every two months. The Executive Committee decided at its meeting in Helsinki (July 1955) to improve the German edition of the *Journal* at an additional cost to be shared between the two German affiliated unions and the I.T.F. The new improved German edition will be issued as from January 1956. In the closing months of 1955 the Latin American Subsecretariat in Mexico was preparing a Spanish edition of the *Journal*, to be issued as from January 1956.

The *Press Report* is being published twice a month in English, French, German, Spanish and Swedish. From April 1955 the Spanish edition is being issued in Mexico and widely distributed in the Latin American Sub-Continent.

From January 1955 a special monthly publication in Japanese, *I.T.F. News*, a combination of *Journal* and *Press Report*, is being issued in Tokyo. It has a circulation of 10,000 and it is hoped it will render useful service to all Japanese transport workers.

### INTERNATIONAL SOLIDARITY STAMP

In 1954 a Solidarity Stamp for 1955 was issued. Following quantities were ordered:

<i>Organization:</i>	<i>Quantity:</i>
Danish Locomotivemen ... ..	2,000
Dutch Civil Aviation ... ..	1,000
Estonian Seamen ... ..	750
French Railwaymen ... ..	30,000
French Public Works Staff ... ..	2,000
German Transport Workers ... ..	20,000
Japanese Seamen ... ..	40,000
New Zealand Stewards ... ..	250
Saar Railwaymen ... ..	10,000
Swedish Seamen ... ..	10,000
U.S. Seafarers' International Union ... ..	10,500

The purpose of the stamps is to raise funds for the support of the weaker transport workers' unions. In replying to our appeal most organizations preferred to pay a special contribution instead of selling solidarity stamps. Details of the result of the appeal will found in the Financial Report.

### THE SECRETARIAT

Both O. Becu and P. Tofahrn were re-elected by the London Congress as General Secretary and Assistant General Secretary respectively.

As already known, the General Secretary was elected President of the I.C.F.T.U. in July 1953, and re-elected at the Congress of the I.C.F.T.U. in May 1955.

During the 1954/5 period, important changes in the composition of the staff took place. Two members died: M. Zwalf, research and publications officer, and G. R. Clutterbuck, reporter-translator-interpreter. Four members left the services of the I.T.F.: Miss I. ElMBERG, Mrs. A. Hughes—formerly Miss A. Fank, Mrs. D. Gibson and A. Soto, all shorthand-typists. The following new members of the staff were engaged: F. Braun (10 February 1954), section assistant; Mrs. M. Blanchard (31 August 1954), shorthand-typist; Miss W. Hesse (18 October 1954), shorthand-typist; H. Lewis (1 April 1955), research assistant; and Mrs. M. Clark (27 September 1955), shorthand-typist.

At the end of 1955 the composition of the staff was as follows:

O. L. Becu (General Secretary)  
P. Tofahrn (Assistant General Secretary)  
Miss. M. Anderson (librarian)  
Miss T. Asser (cashier and translator)  
G. Berger (translator-interpreter)  
Mrs. M. Blanchard (shorthand-typist)  
F. Braun (section assistant)  
Mrs. M. Clark (shorthand-typist)  
I. Dahlbom (translator-interpreter)  
E. Downing (research assistant)  
Mrs. G. Eady (copy typist)  
C. Godfrey (section assistant)  
K. Golding (research and publications officer)  
Miss W. Hesse (shorthand-typist)  
Mrs. L. Kant (chief shorthand-typist)  
A. Klatil (senior clerk)  
H. Lewis (research assistant)  
L. Martinez (translator)  
J. L. Merle (translator-interpreter)  
Miss T. Osborne (shorthand-typist)  
Mrs. E. Pearson—formerly Mrs. E. Seurre (telephonist)  
Mrs. E. Pemberton (book-keeper)  
R. Santley (section assistant)  
E. Thomas (filing clerk)  
Mrs. R. West—formerly Miss R. Sohler (shorthand-typist)  
L. White (special officer)

#### Salaries and Superannuation Scheme

The salaries of all members of the staff were increased by 7½ per cent, as from 1 March 1955.

After detailed examination it was found impracticable to evolve a group superannuation scheme for the entire staff. Members were therefore free to take out individual policies to the amount set aside for superannuation purposes; for those not wishing to avail themselves of the opportunity, or unable to do so, a Staff Savings Fund was created, to be administered by the following Trustee Committee:

One member of Management Committee  
I.T.F. General Secretary, *ex officio*  
One outside person, *in casu*, the Accountant  
One representative of the staff



## REPRESENTATIONS

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

### 1954

4 - 6 January	...	...	Conference of I.T.S. Liaison Committee of the I.C.F.T.U., Brussels—O. Becu.
18 - 23 January	...	...	Special Tripartite Conference of I.L.O. concerning Rhine boatmen, Geneva—P. Tofahrn.
15 - 26 February	...	...	Session of I.L.O. Inland Transport Committee, Geneva—O. Becu and P. Tofahrn.
4 - 5 March	...	...	Conference of I.T.S. Liaison Committee of the I.C.F.T.U., Brussels—O. Becu.
29 March - 2 April	...	...	Conference of I.F.A.L.P.A., Zürich—C. Godfrey.
5 - 8 April	...	...	Meeting of Sub-Committee for Short Sea Trade of the J.M.C., Geneva—O. Becu.
14 - 16 April	...	...	General Conference of the I.T.S., Brussels—R. Dekeyzer, T. Gómez, W. J. P. Webber and O. Becu.
24 April	...	...	Lecture to Scandinavian Transport Workers' Federation, La Brevière—G. R. Clutterbuck.
26 April - 8 May	...	...	Meeting I.L.O. Committee of Experts on Dock Safety Convention, Geneva—A. Bird.
10 - 15 May	...	...	E.C.E. Working Party for Coordination of Transport, Geneva—P. Tofahrn.
17 - 19 May	...	...	European Conference on Youth Problems, Oberursel—F. Braun.
18 - 22 May	...	...	Congress of French Railwaymen's Federation, Toulouse—G. Devaux.
19 - 26 May	...	...	International Railway Congress, London—P. Tofahrn and F. Braun.
24 - 28 May	...	...	Annual Conference of British Transport Salaried Staffs' Association, Sandown—P. Tofahrn.
26 - 27 May	...	...	Meeting of Consultative Council of I.C.F.T.U., Brussels — R. Dekeyzer, T. Gómez, T. Yates and O. Becu.
17 - 19 June	...	...	Jubilee Congress of Austrian Transport Workers' Union, Vienna—W. J. P. Webber.
3 July	...	...	Jubilee Congress of Swiss Transport Workers' Union, Zürich—P. Tofahrn.
8 - 13 August	...	...	Congress of Swedish Seamen's Union, Uddevalla—O. Becu.
7 - 9 September	...	...	Congress of Finnish Locomotivemen's Union, Helsinki—P. Tofahrn.
9 - 10 September	...	...	Meeting of I.T.S. Liaison Committee of the I.C.F.T.U., Brussels—O. Becu.
15 - 18 September	...	...	Film Festival of International Labour Film's Institute, Hamburg—F. Braun.

- 24 - 26 September ... Congress of Belgian Tramwaymen's Union, Ostend—G. Devaux.
- 25 - 30 October ... Economic Commission for Europe, Conference of Railways' Committee, Geneva—P. Tofahrn.
- 3 - 5 November ... European Regional Conference of I.C.F.T.U., Strasbourg—T. Yates.
- 18 - 19 November ... Annual General Meeting of Navigators' and Engineer Officers' Union, London—O. Becu.
- 17 - 18 December ... Anniversary Celebration of Antwerp Dockers' Union, Antwerp—O. Becu.

**1955**

- 24 - 25 April ... Constituent Congress of Philippine Transport Workers' Organization—P. Tofahrn.
- 2 - 6 May ... Annual Meeting of British National Union of Seamen, London—O. Becu.
- 3 - 7 May ... Congress of German Transport Workers' Union, Frankfurt a/M,—R. Dekeyzer.
- 8 - 11 May ... Congress of Belgian Railwaymen's Union, Brussels—P. Tofahrn.
- 8 - 13 May ... Congress of Railwaymen Esperantists, Zürich—E. Haudenschild.
- 9 - 10 May ... Convention of Brotherhood of Railway Clerks, U.S.A., Boston—O. Becu.
- 16 - 20 May ... Annual Conference of British Transport Salaried Staffs' Association, Eastbourne—P. Tofahrn.
- 19 May ... General Conference of I.T.S., Vienna—H. Jahn, A. Thaler and O. Becu.
- 20 - 28 May ... Congress of I.C.F.T.U., Vienna—H. Jahn, A. Thaler and O. Becu.
- 23 - 25 May ... Congress of Swiss Railwaymen's Union, Berne—P. Tofahrn.
- 23 - 28 May ... Convention of Seafarers' International Union of North America, Montreal—W. Dorchain.
- 11 July ... Annual General Meeting of British National Union of Railwaymen, Hastings—O. Becu.
- 18 July ... Conference of European Regional Organization of the I.C.F.T.U. Economic Committee, Brussels—P. Tofahrn.
- 25 - 27 August ... Trade Union Conference for the Revival of the European Idea, Brussels—J. Campbell, R. Dekeyzer, G. Devaux, O. Becu and P. Tofahrn.
- 19 - 24 September ... Triennial Convention of Canadian Brotherhood of Railway Employees, Niagara Falls—P. Tofahrn.
- 30 September - 2 October ... Congress of Belgian Transport Workers' Union, Ostend—O. Becu.

- 19 October ... ... Hearing at Conference of European Transport Ministers, Berne—P. Tofahrn.
- 24 – 29 October ... ... Conference of Joint Maritime Commission of I.L.O., Paris—O. Becu.
- 25 October – 11 November Meeting I.L.O. Committee of Fishery Experts, Geneva—O. Becu.
- 4 November ... ... Delegate Meeting of Saar Railwaymen's Union, Saarbrücken—P. Tofahrn.
- 7 November ... ... Conference of I.T.S. Liaison Committee of the I.C.F.T.U., Brussels—O. Becu.
- 21 November ... ... I.C.F.T.U. Conference on Transport Policy of the European Coal and Steel Community, Brussels—O. Becu.
- 7 – 13 December ... ... I.L.O. Conference on Social Security in International Road Transport, Geneva—P. Tofahrn.
- 12 – 16 December ... ... Inland Transport Committee of the Economic Commission for Europe, Geneva—P. Tofahrn.
- 18 – 20 December ... ... Congress of Greek Railwaymen's Union, Athens—G. Devaux.
- 22 December ... ... Inauguration Congress of Netherlands Union of Transport Employees, Utrecht—O. Becu.

## II.

# Membership

The years 1954/5 witnessed an important development regarding the I.T.F. membership. Not only did we gain a foothold in countries where previously we had no affiliates, but one country which had been closed to us for a number of years due to its Fascist dictatorship regime, namely Argentina—where formerly we had strong connections—re-entered the comity of free nations, and two Argentinian organizations rejoined our ranks. From contacts re-established during the closing months of 1955, it is anticipated that others will follow suit.

Against these gains, however, must be offset the fact that a number of members were lost by the deletion of unions which had disaffiliated in 1953 and which, in accordance with our Constitution, had to be shown for a year after that date.

As a result of totalling membership figures supplied by affiliated organizations—some extremely accurate, some a mere approximation—and of estimating affiliated strength in those cases where organizations failed to supply data, we arrive at a grand total of 4,914,137 which constitutes an increase of about 200,000 compared with the preceding period. As we have pointed out in previous reports, it should also be remembered that for various reasons a few organizations—some of them quite large ones—do not affiliate all the transport workers they represent, though in its international activities the I.T.F. naturally represents all of them. The total of this not officially affiliated membership can safely be estimated at over a million, and thus we can reasonably state that we represent a figure in the neighbourhood of 6,000,000.

This membership is spread over 143 unions in 48 countries. This represents a slight drop compared with the 1952/3 period, the reason being that the Executive Committee decided to drop from the list a number of organizations whose membership had lapsed and who for some years had been listed as ineffective. Such unions were those in British Guiana, Egypt, India, Lebanon, Surinam and Syria. The two unions in Trieste were deleted since with the return of Trieste to Italy they became branches of affiliated Italian unions and could no longer be regarded as separate entities. Three Jamaican organizations were deleted since they belong to the Christian Trade Union International and expressed the wish to sever connections with the I.T.F. The National Chinese Seamen's Union, which had been retained on the list for symbolical reasons, was also deleted. The list of affiliated organizations appearing on pages 27 to 34 thus represents a more factual picture than that presented for a number of years.

## *New Affiliations*

The following organizations were admitted to membership during 1954 and 1955 :

### **January 1954**

Pakistan Seafarers' Federation. (1).  
Bombay Dock Workers' Union. (2).  
B.P.T. Dock Staff Union (Bombay). (2).  
Kowloon-Canton Railway Workers' Union.  
Association of Polish Merchant Navy Officers in London.

### **May 1954**

Railway African Union, Kenya.

### **July 1954**

Grenada Seamen's and Waterfront Workers' Union.  
National Union of Government Employees, Railwaymen's Section, Israel.  
Amalgamated Dock Workers' Union of Nigeria and the Cameroons.

### **January 1955**

Einheitsgewerkschaft des Saarlandes, Industrieverband Verkehr und Transport (Saar transport workers). (3).  
Cardiff, Penarth and Barry Coal Trimmers' Union.  
Syndicat Tunisien du Personnel Civil de la Marine (navy civil staff).  
Railway Technical Staff Association of Nigeria.  
Maritime Union of Pakistan.

### **March 1955**

Norsk Jern- og Metallarbejderforbund (civil aviation section).  
National Maritime Union of America.

### **June 1955**

Philippine Transport Workers' Organization.

### **September 1955**

Government Transport Workers' Union, Gold Coast.

## *Suspension from Membership*

One of the affiliated organizations, the International Longshoremen's Association, U.S.A., was suspended from membership. The suspension was decided upon by the Executive Committee at its meeting of July 1954, by virtue of Rule V (3) of the Constitution of the I.T.F. The reason given was "that (i) the I.L.A. does not fulfil the condition that its constitution and practice shall ensure a democratic conduct of its affairs, and (ii) that it does not fulfil satisfactorily the obligations arising from affiliation". The organization was notified of this decision by a letter of 30th July 1954. No reply was received.

- (1) This union joined later as autonomous body the Pakistan Transport Workers' Federation which was already affiliated.
- (2) These two unions formed later together with the motor drivers the Transport and Dock Workers' Union.
- (3) Changed the name to Industriegewerkschaft Verkehr und Transport im D.G.B., Saar.

## LIST OF AFFILIATED ORGANIZATIONS

<i>Country</i>	<i>Organization</i>	31st December		
		1953	1954	1955
Argentina ...	Confederación General de Gremios Marítimos y Afines (seafarers) ...	—	—	—
	La Fraternidad (locomotive-men) ...	—	—	20,000
	Unión Ferroviaria (railway-men) ...	—	—	—
	Unión Tranviarios (tramway-men) ...	—	—	64,000
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) ...	20,500	20,500	20,500
Belgium ...	Belgische Transportarbeidersbond (transport workers) ...	27,150	25,850	20,700
	Secteur Cheminots de la Centrale Générale des Services Publics (railwaymen) ...	35,000	31,900	31,900
	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	500	500
Canada ...	Canadian Brotherhood of Railway Employees and other transport workers	32,512	30,000	30,000
	Railway Labor Executives' Association ...	95,000	95,000	95,000
	Canadian Air Line Dispatchers Association ...	59	69	79
Chile ...	Confederación Marítima de Chile (seafarers and dockers) ...	10,887	10,500	10,500
	Federación Industrial Ferroviaria de Chile (railwaymen) ...	30,000	25,000	25,000

Country	Organization	31st December		
		1953	1954	1955
Chile	... Sindicato Profesional de Empleados de la Empresa Nacional de Transportes Colectivos (passenger transport workers) ...	1,500	1,500	1,500*
Colombia	... Sindicato de Trabajadores Avianca (civil aviation)	1,200	1,200	1,200*
Cuba	... Federación Marítima Nacional (seafarers) ...	17,000	9,711	10,500
	... Federación Nacional de los Obreros del Transporte (transport workers) ...	25,000	16,800	16,800
	... Federación Nacional Hermandad Ferroviaria (railwaymen) ...	18,000	9,780	9,780
	... Federación Aérea Nacional (civil aviation) ...	1,200	1,420	1,420
Denmark	... Sømaendenes Forbund i Danmark (seafarers) ...	4,918	4,972	5,074
	... Søfyrbødernes Forbund i Danmark (ship firemen)	1,726	1,758	1,759
	... Dansk Sø-Restaurations Forening (stewards) ...	950	950	1,000
	... Dansk Arbejdsmandsforbund (transport workers)	40,000	40,000	40,000
	... Dansk Jernbaneforbund (railwaymen) ...	10,715	10,715	10,472
	... Dansk Lokomotivmands Forening (locomotivemen)	2,100	2,200	2,200
	... Privatbanefunktionærernes Forbund (staff private railways) ...	1,000	900	900
	... Dansk Lokomotivmands Forbund (private railways' locomotivemen) ...	318	300	291
	... (no data)			
Ecuador	... Sindicato de Estibadores Portuarios y Auxilios (dockers) ...	150	150	400
Egypt	... Zagazig Motor Drivers' Union ...	700	700	700
	... Alexandria Mercantile Navy Staff Syndicate ...	575	575	575*
Estonia (exile)	... Eesti Meremeeste Union (seafarers) ...	1,100	1,100	1,120

Country	Organization	31st December		
		1953	1954	1955
Finland ...	Finlands Sjömans-Union (seafarers) ... ..	6,601	6,900	6,920
	Finlands Maskinmästare Förbund (ships' engineers)	2,000	1,850	1,860
	Finska Järnvägsmannaför- bundet (railwaymen) ...	15,000	13,331	14,666
	Finlands Lokomotivman- naförening (locomotivemen)	3,987	4,000	4,500
	Finlands Bilbranschar- betareförbund (motor drivers) ... ..	5,100	4,600	5,500
	Finlands Arbetarförbund (dockers) ... ..	2,329	2,372	2,788
	France ...	Fédération Nationale de la Marine Marchande F.O. (seafarers) ... ..	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) ... ..		6,000	6,000	6,200
Fédération Syndicaliste F.O. des Travailleurs, Cadres et Techniciens des Chemins de Fer de France et de l'Union Française (railwaymen) ... ..		33,000	31,000	31,000
Fédération Nationale F.O. des Transports (trans- port workers) ... ..		7,000	7,000	7,000
Fédération des Travaux Pub- lics et des Transports F.O. (Transport Ministry and civil aviation) ... ..		5,200	7,700	7,700
Syndicat National du Per- sonnel Navigant de l'Aéro- nautique Civile (civil avia- tion) ... ..		700	700	700
Germany ...		Gewerkschaft öffentliche Dienste Transport und Verkehr (transport work- ers) ... ..	106,574	108,075
	Gewerkschaft der Eisen- bahner Deutschlands (railwaymen) ... ..	423,840	424,600	422,170



Country	Organization	31st December		
		1953	1954	1955
Gold Coast	Government Transport Workers' Union ...	—	—	1,000
Gt. Britain ...	National Union of Seamen Navigators' and Engineer Officers' Union ...	60,000	60,000	60,000
	Radio Officers' Union ...	12,500	12,500	12,500
	Radio Officers' Union ...	3,701	3,789	3,856
	Transport and General Workers' Union ...	250,000	250,000	250,000
	National Union of Railwaymen ...	364,809	360,071	353,338
	Associated Society of Locomotive Engineers and Firemen ...	67,808	69,000	69,371
	Transport Salaried Staffs' Association ...	91,514	89,681	87,560
	Union of Shop Distributive and Allied Workers ...	40,000	40,000	40,000
	Scottish Horse and Motor-men's Union ...	18,000	15,000	15,000
	Cardiff, Penarth and Barry Coal Trimmers' Union ...	—	—	340
Grenada ...	Grenada Seamen and Water-front Workers' Union ...	—	225	316
Greece ...	Pan-Hellenic Seamen's Federation ...	22,000	20,500	20,500
	Federation of Greek Dockers ...	11,000	10,000	10,000
	Fédération Panhellénique des Cheminots (railwaymen) ...	10,500	10,500	10,500
Hongkong ...	Kowloon-Canton Railway Workers' Union ...	—	1,000	350
Iceland ...	Sailors' and Fishermen's Union ...	1,679	1,670	1,663
India ...	Indian Seafarers' Federation	20,000	14,500	14,520
	Maritime Union of India ...	920	983	1,075
	National Federation of Indian Railwaymen ...	280,000	280,000	280,000
	National Union of Railwaymen of India and Burma	1,950	1,900	672
	Transport and Dock Workers' Union of Bombay ...	—	10,500	7,382

Country	Organization	31st December		
		1953	1954	1955
Irish Republic ...	Marine, Port and General Workers' Union ... ..	2,530	1,000	1,000
	Irish Transport and General Workers' Union ... ..	5,000	5,000	5,000
Israel ...	Israel Seamen's Union ...	1,690	1,690	1,825
	National Union of Government Employees, Railwaymen's Section ... ..	—	1,900	1,900
Italy ...	Federazione Gente del Mare (seafarers) ... ..	11,758	15,578	18,000
	Federazione Nazionale dei Lavoratori Portuali (dockers) ... ..	5,968	6,350	7,240
	Sindacato Italiano Unitario Ferrovieri ... ..	16,400	16,400	16,400*
	Federazione Nazionale Lavoratori Autoferrotranvieri ed Internavigatori (passenger transport and inland navigation) ...	20,000	20,000	20,000
	Federazione Italiana Lavoratori Trasporti e Ausiliari del Traffico (transport workers) ... ..	18,658	18,982	21,415
	Sindacato Autonomo Unificato Ferrovieri Italiani (railwaymen) ... ..	23,172	24,000	33,192
	Sindacato Nazionale Gente dell'Aria (civil aviation)	750	800	774
	Japan ...	All-Japan Seamen's Union	80,928	81,229
Japan ...	National Railway Workers' Union ... ..	380,000	370,000	380,000
	Federation of Municipal Transport Workers' Unions ... ..	30,000	35,000	39,000
	Travel Bureau Trade Union	1,900	2,022	2,300
	Kenya ...	East African Railway Asian Union ... ..	2,000	2,000
Kenya ...	Transport and Allied Workers' Union ... ..	—	20,000	1,600
	Railway African Union ...	—	3,000	3,000
	Dock Workers' Union ...	—	—	1,000

Country	Organization	31st December		
		1953	1954	1955
Luxembourg	Fédération Nationale des Cheminots et des Travailleurs du Transport Luxembourgeois (railwaymen and transport workers) ...	8,850	5,955	7,055
Mexico ...	Alianza de Tranviarios de México (tramwaymen) ...	4,100	4,100	4,100*
Netherlands	Centrale Bond van Werknemers in het Transportbedrijf (transport workers)	35,761	35,216	33,936
	Centrale van Kapiteins en Officieren ter Koopvaardij (ships' officers) ...	7,703	7,633	7,370
	Nederlandse Vereniging van Vervoerspersoneel (railwaymen and passenger transport) ...	25,260	24,306	24,767
	Federatie van Vereenigingen van vliegend Personeel (civil aviation) ...	754	810	810
	Algemene Bond van Luchtvaartpersoneel (civil aviation) ...	1,166	1,000	1,150
New Zealand	Federated Seamen's Union of New Zealand ...	2,500	2,500	2,500*
	Federated Cooks' and Stewards' Union of New Zealand ...	850	850	850
Nigeria ...	Amalgamated Dock Workers' Union of Nigeria and the Cameroons ...	—	3,500	3,500
	Railway Technical Staff Association of Nigeria ...	—	—	1,139
Norway ...	Norsk Sjømannsforbund (seafarers) ...	34,000	35,000	36,000
	Norsk Styrmandsforening (mates) ...	4,019	4,388	4,487
	Det Norske Maskinistforbund (ships' engineers) ...	4,000	4,000	4,000
	Norsk Transportarbeiderforbund (transport workers) ...	24,508	24,881	24,558
	Norsk Jernbaneforbund (railwaymen) ...	22,000	23,147	22,506

Country	Organization	31st December		
		1953	1954	1955
Norway	Norsk Lokomotivmandsforbund (locomotivemen) ...	2,366	2,367	2,300
	Norsk Jern- og Metallarbejderforbund (civil aviation)	—	—	350
Nyasaland	Nyasaland Railway Asian Union ... ..	120	110	110
Pakistan	Pakistan Transport Workers' Union ... ..	60,000	108,213	102,780
	Eastern Pakistan Railway Employees League ...	45,000	39,161	39,000*
	Maritime Union of Pakistan	—	—	150
Philippines	Philippine Transport Workers' Organization ...	—	—	35,000
Poland (exile)	Association of Polish Merchant Navy Officers in London ... ..	—	407	441
Rhodesia	Rhodesian Railway Workers' Union ... ..	4,848	4,700	4,800
	Railway African Workers' Union ... ..	4,000	4,000	4,000*
Saar	Deutsche Gewerkschaft der Eisenbahner, Saar (railwaymen) ... ..	8,000	8,000	8,000
	Industriegewerkschaft Verkehr und Transport im DGB Saar (transport workers) ... ..	—	—	1,550
St. Lucia	St. Lucia Seamen's and Waterfront Workers' Trade Union ... ..	400	1,118	1,100*
South Africa	South African Council of Transport Workers ...	4,300	3,000	3,000
Spain (underground)	Sindicato Nacional Ferroviario (railwaymen) ...	12,000	12,000	12,000
	Federación Nacional del Transporte UGT (transport workers) ... ..	10,000	10,000	10,000
Sweden	Svenska Sjöfolksförbundet (seafarers) ... ..	16,192	14,487	14,579
	Svenska Maskinbefälsförbundet (ships' engineers)	4,002	4,103	4,110
	Svenska Transportarbetareförbundet (transport workers) ... ..	44,088	44,000	44,000

Country	Organization	31st December		
		1953	1954	1955
Sweden ...	Svenska Järnvägsmannaförbundet (railwaymen) ...	69,000	64,800	63,493
	Handelstjäntemannaförbundet (civil aviation) ...	3,000	3,000	3,080
Switzerland	Schweizerischer Eisenbahnerverband (railwaymen)	44,005	44,082	44,337
	Verband der Handels-Transport- und Lebensmittelarbeiter der Schweiz (transport workers) ...	10,100	10,234	10,431
	Verband des Personals öffentlicher Dienste (civil aviation) ...	630	774	746
Trinidad ...	Seamen and Waterfront Workers' Trade Union ...	3,700	2,000	2,000*
Tunisia ...	Fédération Tunisienne des Ports et Docks (dockers)	1,200	1,200	1,200*
	Fédération Tunisienne des Cheminots (railwaymen)	2,000	2,000	3,000
	Syndicat Tunisien du Personnel Civil de la Marine (navy civil staff) ...	—	—	1,200
United States	Seafarers' International Union of North America	51,000	51,000	51,000
	National Maritime Union of America ...	—	—	40,000
	Radio Officers' Union ...	1,300	1,300	869
	International Longshoremen's Association ...	75,000	S	S
	Railway Labor Executives' Association ...	833,777	923,777	923,777
	International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America ...	50,000	50,000	150,000
	International Association of Machinists ...	25,000	23,728	29,960
	Transport Workers' Union of America ...	60,000	60,000	75,000
	Air Line Pilots' Association	8,850	8,699	9,556
	Uruguay ...	Federación Ferroviaria y Ramas Anexas del Uruguay (railwaymen)	7,500	7,500

\* Estimate.

S Suspended from membership.

### III.

## Relations with Affiliated Organizations

Relations with affiliated organizations were numerous and covered a great variety of subjects ranging from simple enquiries to requests for action at international level.

The following is a list of the more important matters dealt with ; further information will be found under the heading "Various actions" (Chapter V) :

#### ITALIAN RAILWAYMEN

In November 1953 a subsidy of £300 was granted to the I.T.F.-affiliated Italian railwaymen's organization, the *Sindacato Nazionale Ferrovieri*, towards the financing of the holding of its Congress, which was to have been held that month, but which finally took place on 13 to 16 February 1954. The I.T.F. could not be represented because of the meeting of the Inland Transport Committee of the I.L.O. in Geneva. The union made steady progress and negotiations for amalgamation with the National Union of Italian Railwaymen (*Unione Nazionale Ferrovieri*), which had been proceeding for many months, ultimately led to agreement, and as from 4 July 1954 the two unions amalgamated under the name of United Union of Italian Railwaymen (*Sindacato Italiano Unitario Ferrovieri*).

#### UNITED STATES SEAFARERS

A discussion took place in Washington on 26 January 1954 between officials of the Seafarers' International Union of North America and European seafarers' leaders, who were attending the I.T.F. Executive Committee meeting there, about complaints of competition by European ships on the American West Coast and Great Lakes.

The results of the talks were reported and discussed at the Conference of the Seafarers' Section held in Geneva at the beginning of April.

The S.I.U. representatives stated that low-cost European ships were entering coastwise and Great Lakes trades, which were considered to be reserved for American ships, and were thus a danger to the jobs and conditions of American seamen. The American organizations, which would have to intervene, wished to do so in agreement with I.T.F. affiliates. European unions appreciated the dependence of the American seamen on the trades concerned, and that the Americans were entitled to protect themselves against unfair competition.

#### GERMAN TRANSPORT WORKERS' UNION SUMMER SCHOOLS

Following established practice, the German Public Service and Transport Workers' Union again organized an International Summer School, from 30 June to 15 July 1954, at its Michael Rott Trade Union School at Mosbach, in Baden. We were instrumental in arranging for

the attendance of a dozen young trade unionists from transport workers' trade unions in Austria, Belgium, Denmark, Finland, France, Luxembourg, the Netherlands, Sweden and the United Kingdom.

In 1955 the International Summer School took place from 27 July to 10 August. Eight members attended from affiliated unions in Austria, Belgium, Denmark, Greece, Luxembourg, the Netherlands, the Saar, and Sweden.

### **NIGERIAN DOCK WORKERS' UNION**

In October 1954 the Amalgamated Dock Workers' Union of Nigeria and the Cameroons complained about the importation of labour from other British colonies to work in Nigerian ports. It appeared that ships' captains were recruiting men at ports of call outside Nigeria, and letting them sign off at Nigerian ports. This resulted in an over-supply of labour in Nigerian ports and unemployment of Nigerian dockers. We requested the British T.U.C. to approach the Colonial Office and they have been pressing the matter since.

The union, an I.T.F. affiliate since July 1954, informed us in February 1955 that it had decided to amalgamate with the Marine Clerical Staff and Marine Floating Staff Union to form a new organization, the Nigerian Maritime Workers' Federation. The organization later informed us that amalgamation had taken place. It was hoped later to join forces with the Railway Station Staff Union and other railway workers' organizations.

### **ITALIAN ROAD TRANSPORT WORKERS**

The President of the International Brotherhood of Teamsters of America notified the I.T.F. that, as a result of his visit to Italy in 1954, his organization had collected \$22,295 to assist the Italian Federation of Transport Workers in its struggle against the competition of the Italian Communist rival organization. He asked for I.T.F. assistance in ensuring the best possible use of the funds.

The Management Committee, at its February 1955 meeting, agreed to accept responsibility of distributing the money. In March the General Secretary of the I.T.F. visited Rome and approved the Federation's programme of action submitted earlier to the U.S. Brotherhood of Teamsters. It was decided, in agreement with the Italian Federation and the Trade Union Centre (C.I.S.L.), that the I.T.F. should transfer the funds to Italy in four six-monthly instalments. After correspondence with the President of the Brotherhood of Teamsters and the I.T.F. New York representative, instalments of \$5,000 were paid in April and August 1955. Progress reports received from Italy indicate on the whole satisfactory results and a ten per cent increase in membership figures compared with July 1954.

### **NIGERIAN RAILWAY TECHNICAL STAFF ASSOCIATION**

This organization was admitted to the I.T.F. as from 1 January 1955. On welcoming it, enquiry was made as to how much it would be able to pay for affiliation and whether it was in need of help. In reply, the Association settled affiliation fees at the rate of fifty per cent of the

standard rate, mentioning that the union was in urgent need of a duplicating machine. The Management Committee, at its meeting of February 1955, decided to assist by supplying a small duplicator.

Thanks to I.T.F. assistance, the General Secretary of this union came to Europe in September and, after attending the Railwaymen's Conference at Berne, stayed for several weeks in the United Kingdom to study trade union activities. The suggestion was discussed of obtaining for three officials of his union scholarships to attend the I.C.F.T.U. Seminar in Accra from 30 October to 19 November 1955. The three scholarships were arranged, the I.T.F. paying £80 towards travelling expenses of the participants, and settling the actual fees with the I.C.F.T.U.

### **AFRICAN RAILWAY WORKERS IN NORTHERN RHODESIA**

During the two years covered by this report, steps were taken to explore the possibility of amalgamating the two railway unions of Northern and Southern Rhodesia ; since the railways in the two territories are operated by a single undertaking, it was felt that amalgamation would be beneficial to workers' interests and that the legal position of the two regions would not materially affect the functioning of a single trade union.

These sentiments were conveyed to the President of the African Railway Workers' Trade Union in Northern Rhodesia in May 1955 in response to an appeal for a loan of £300 to reorganize his union's finances and administration ; it was decided not to accede to this request since, in the view of the I.T.F. Management Committee, it was preferable to attempt a fusion of the two organizations. On 25 May 1955, the I.T.F. was informed that a merger was being actively considered. The amalgamation took place as from 30 July 1955.

At its September 1955 meeting, the Management Committee decided to make a grant of £1,000 to this new organization. In communicating this decision to its General Secretary, we stressed that the grant was conditional on our being kept regularly informed as to the uses to which the money was put. In October, the General Secretary of the new organization expressed grateful thanks for "a gesture of such magnitude which deserved all efforts by each and every member of the union to honour and, indeed, maintain". A meeting of the Central Committee was scheduled for 10 October 1955 to discuss ways and means for the best use of the grant.\*

### **PLAN FOR JOINT COMMITTEE OF BRITISH, INDIAN, AND PAKISTANI SEAMEN**

The National Union of Seamen of India suggested, in August 1955, the setting up of a joint committee on which British, Indian, and Pakistani seamen could discuss common problems and adopt a common attitude towards shipowners, thus avoiding, that, if Indian seamen should make claims for higher wages or other improvements, British shipowners might decide to recruit crews from Pakistan or elsewhere. We replied that the suggestion, which was a good one, might well be discussed between the

\* A satisfactory report on the use of the funds was received January 1956.



three parties concerned on the occasion of the Seafarers' Conference in Ostend or the I.L.O. Joint Maritime Session in Paris. Unfortunately, the expected opportunity did not arise since no representatives from India or Pakistan attended these meetings. In November we wrote anew to the Indian union, asking for some suggestions regarding the terms of reference of the proposed joint committee and requested the union to approach the Pakistani Seafarers' Federation. At the end of the year there had been no further developments.

### **ENGAGEMENT OF ENGINEER OFFICERS FOR ISRAELI SHIPS**

We were informed in August 1955 that the American Israeli Shipping Company was attempting to employ foreigners on Israeli ships. After contacting the Israeli Seamen's Union, that body informed us that all recruitment of seamen on Israeli ships should take place through the Israeli organization, and, where the union was unable to supply men, it would advise the I.T.F. After pointing out to the Israeli union that it was especially engineer officers whom the company sought to enrol, and that there were no Israeli officers available, the union agreed that requests for employment of foreign seamen should in future be made through the I.T.F. with union consent. The union agreed that the I.T.F. should contact Dutch and Belgian organizations, asking them to supply engineer officers if and when approached. The information was passed on, with the request that the I.T.F. be kept informed.

### **ITALIAN SEAMEN ON NORWEGIAN SHIPS**

The Italian Seafarers' Federation, in August 1955, requested the I.T.F. to contact Norwegian and Swedish seamen's organizations on the possibility of assisting Italian seamen to obtain employment in the merchant navy of these countries; some 60,000 seamen out of 110,000 registered in Italy were without jobs.

As a result of our approach, representatives of the Norwegian and Swedish unions took the opportunity of a visit to Genoa to discuss the question with the Italian organization.

### **BOMBAY DOCKERS' UNION**

The General Secretary of the Bombay Transport and Dock Workers' Union expressed thanks for the grant of £500, decided by the Management Committee of the I.T.F. in August 1955, to assist the organization in its struggle to maintain conditions of dock workers and lorry drivers.

### **GRENADA SEAMEN ON NORWEGIAN SHIPS**

In September 1955, the Grenada Seamen and Waterfront Workers' Union requested I.T.F. assistance in finding an outlet for Grenada's increasing population, particularly regarding the possibility of the recruitment of trainee seamen for the Norwegian merchant navy.

After consultation with the representative of the Norwegian Seamen's Union, we regretfully informed the Grenada organization that the Norwegian scheme for recruiting foreign manpower had been exhausted,

but we would bear the request in mind, attempting to raise the matter again at a later date.

### **PROPOSED FUSION OF ITALIAN CIVIL AVIATION ORGANIZATIONS**

In September 1955 we were approached by our affiliate, the Italian Union of Civil Aviation Workers, regarding the possibility of amalgamation between that organization and the Italian Air Line Pilots' Association. This latter body, which had left the Communist trade union centre to become an independent organization, had promised in 1953 to fuse with our affiliate, but since then nothing definite had been suggested. We were asked to bring some influence on the Air Line Pilots' Association in favour of amalgamation. On 14 November 1955 we wrote to the Association suggesting it might like to reconsider the question of amalgamation, or contemplate a direct affiliation with the I.T.F. At the end of 1955 there had been no reaction to this approach.

### **SAAR RAILWAYMEN'S UNION**

The Executive Committee of the Saar Railwaymen's Union had foreseen that whatever the result of the plebiscite on the Saar Statute, the outcome would affect the trade union movement, and had therefore planned a delegate meeting to be held about a fortnight after Polling Day. The meeting took place on 4 November 1955 and, at the invitation of the union, the I.T.F. was represented by the Assistant General Secretary. The union executive reported that, in view of the likelihood of the Saar being linked politically to Germany in the more or less near future, it had discussed with the German Railwaymen's Union whether any kind of step could or should be taken preparatory to the transfer of the Saar membership to the German union. For the time being, the only step suggested was the change of name of the Saar Railwaymen's Union to "Union of German Railwaymen, Saar".

The I.T.F. representative supported the appeal of the union's executive to keep nationalistic controversies out of the union's internal life, to maintain the union intact on the basis on which it had been built and had functioned since 1945, effectively to carry on with the normal trade union work as long as a separate Saar Territory and a separate Railway Administration existed, all that with a view to transferring, at the appropriate time, a sound and solid area organization to the German Railwaymen's Union.

### **ARGENTINE LOCOMOTIVEMEN'S FEDERATION**

A letter dated 7 November 1955 from "La Fraternidad", the Argentinian Locomotivemen's Federation, reached us on 19 December. The letter expressed the wish for readmission into I.T.F. membership and explained that the Federation is that which was established in 1887 and had from its inception fought for the defence of the principles of free trade unionism, with only a short interruption during the Perónist regime. The letter was written over the signatures of the Secretary and the President, Jesus Fernandez. The latter has been known to us for many years, having been a leader of the Federation since before World War II.

## **SHIPPING OF ARMS TO THE NEAR EAST**

In a letter dated 1 December 1955, the Finnish Seamen's Union asked whether something could be done to put an end to the shipping of arms to Egypt by Communist countries and whether we thought the I.C.F.T.U. could in some way intervene. We replied on 30 December that it was a delicate matter to take sides since there was no actual state of war, adding, however, that we would welcome the matter being raised in the I.T.F. at the first possible opportunity.

## **ESTABLISHMENT OF NETHERLANDS TRANSPORT WORKERS' FEDERATION**

In the period under review, plans for a reorganization of Netherlands transport workers' trade union organizations proceeded, and, at a congress held 22 December 1955, the Netherlands Federation of Transport Personnel was established. This Federation includes the former Union of Railwaymen, as well as the Road Transport, Dockers, and Inland Navigation Sections of the former Union of Transport Workers. These two organizations were to cease to exist as from 1 January 1956 and the new Federation informed us of its wish to affiliate with the I.T.F. as from that date.

The Seamen's and Fishermen's Section of the former Transport Workers' Union were also contemplating amalgamation with the Officers' Union into a Union of Seafarers.

## IV.

# Relations with Unaffiliated Organizations

During 1954/55 many contacts were established, either by correspondence or personal interview, with various unaffiliated transport workers' unions, with a view to securing affiliation or merely to exchange information. In a number of instances, the contacts resulted in affiliation, details appearing under the heading "New Affiliations", page 26.

In a few instances our relations with unaffiliated organizations took the form of direct intervention on their behalf ; relevant details appear in Chapter V entitled "Various Actions".

The Regional Conferences held in Tokyo and Mexico (Chapter VI) offered a valuable opportunity to contact a considerable number of Asian and Latin American trade union leaders. In many cases the contacts have been maintained ; one affiliation has already been secured, and others may follow.

We give below the list of unaffiliated unions with which we established contacts of some importance :

Belgian Metal Workers' Union (possible affiliation of the Civil Aviation Section).

Danish Ship Engineers (exchange of information).

National Association of Transport Employees, Ireland (possible affiliation).

Estonian Merchant Navy Officers' Union (not admitted for membership).

Greek Motor Drivers' Union (possible affiliation).

Port and Industries Section of General Workers' Union, Malta (contacts and possible affiliation).

Scandinavian Ship Officers' Organization (closer contacts).

Swedish Employees' Union (possible affiliation of Swedish Ship Officers' Organization).

Yugoslav Railwaymen's Union (exchange of publications).

Union of Syndicats of Loading and Discharging Supervisors, Tally Clerks and Labourers, Port Said (supplying information and possible affiliation).

Mauritius Taxi Drivers' Union (assistance in insurance matters and possible affiliation).

Railway Station Staff Union, Nigeria (supplying information).

Northern Rhodesia General Transport Trade Union (help in obtaining publications).

Bolivian Confederation of Motor Drivers (contacts).

Brazilian Transport Workers' Federation (contacts and information on the Brazilian trade union movement).

Colombian Seafarers' Union (possible affiliation).

Guatemalan Railwaymen's Union (attendance Mexico Conference).

Honduras Motor Drivers' Union (contacts).  
Honduras Tela Railroad Co. Workers' Union (exchange of information).  
Paraguay Motor Drivers' Union (contacts and possible affiliation).  
Paraguay Railwaymen's Union (contacts).  
Paraguay Seafarers' Union (contacts).  
Peruvian Motor Drivers' Union (contacts).  
Peruvian Railwaymen's Union (contacts).  
Peruvian Road Transport Workers' Union (contacts).  
Venezuelan Ship Officers' Association (supplying information).  
Venezuelan Pilots' Association (information).  
Union of Air India International Workers (possible affiliation).  
Calcutta Port Commissioners Workshops Workers' Union (not admitted for membership).  
Light Railwaymen's Union, Howrah, India (not admitted for membership).  
B.I.S.N. Employees' Union, Calcutta (possible affiliation).  
Indonesian Railway Workers' Union (possible affiliation).  
Indonesian Seamen's Union (attendance Asian Transport Workers' Conference).  
All Japan Port Workers' Union (contacts).  
Federation of Railroad Workers' Unions, Korea (attendance Asian Transport Workers' Conference).  
Indo-Malay-Pakistani Seamen's Union, Singapore (contacts and possible affiliation).  
National Union of Railwaymen, Malaya (attendance Asian Transport Workers' Conference, possible affiliation).  
Pan-Malayan Federation of Transport Workers' Unions (attendance Asian Transport Workers' Conference, contacts).  
United Seamen's Union of Philippines (possible affiliation).  
Amalgamated Society of Railway Servants, New Zealand (exchange of publications).  
New Zealand Transport Workers' Association (contacts).  
New Zealand Federated Clerical and Office Staff Employees Association (possible affiliation of Civil Aviation Section).  
Auckland Maritime Cargo Workers' Industrial Union of Workers (exchange of information).  
Australasian Air Line Navigators' Association (possible affiliation).  
Flight Engineers' International Association, U.S.A. (possible affiliation).

The following unions applied for membership, but the procedure of admission was finalised too late to be reported under the heading "New Affiliations":

Indian Flight Engineers' Association.  
Pakistani Flight Radio Officers' Association.  
General Port and Harbour Workers' Union, Mauritius.  
North Island Waterfront Workers' Industrial Association of Workers, New Zealand.

## V.

# Various Actions

### **KARACHI DOCKERS' STRIKE**

In January 1954, the West Pakistan Federation of Labour informed us of a dispute affecting 3,500 dockers of Karachi. Because of the attitude of the Government, the strike spread to other transport workers, the total number rising to 14,000. The I.T.F. General Secretary, at that time in Washington, decided, in consultation with a few members of the Executive Committee still available after the meeting, to send the West Pakistan Federation of Labour, in response to an appeal for assistance, a grant of £500. This money was transferred to Karachi on the day the strike ended. Since, however, the funds of the Pakistani trade union had been seriously depleted by the strike, it was decided to leave the sum at the disposal of the West Pakistan Federation of Labour for general trade union purposes.

### **JAPANESE FISHERMEN INJURED BY RADIOACTIVE ASHES**

At the request of the Japanese Seamen's Union, an approach was made in April 1954 to the United States Atomic Energy Commission, through Mr. A. E. Lyon, on behalf of the twenty-three Japanese fishermen injured by radiation from atomic tests in the Pacific. The Commission, regretting the incident, stated that the American authorities were engaged in negotiations with the Japanese Government for settlement of this unfortunate event, including compensation to the injured fishermen for expenses for medical care and family relief and wages.

### **DISPUTE OF NORWEGIAN CIVIL AVIATION GROUND ENGINEERS**

The Civil Aviation Section of the Swiss Public Services Union advised, in May 1954, that their members had refused to comply with a Swissair management request to provide repair and maintenance facilities at Zürich for aircraft of the Scandinavian Airlines System. The aircraft could not be serviced in Scandinavia due to a strike of the Norwegian ground engineers. Since the striking engineers were not then affiliated, we had not been informed of the dispute and the Swiss union learned the facts only through Swissair. A circular was sent to civil aviation organizations informing them of the incident and reminding them of the rules of the I.T.F. Constitution regarding sympathetic action in industrial disputes.

### **STRIKE IN OMI SPINNING COMPANY, JAPAN**

A cable, received in June 1954 from the Japanese Seamen's Union, asked for I.T.F. support in connection with an embargo decided by it upon goods produced by the Omi Spinning Company. The union was supporting a strike of textile workers of this company in protest against slave labour conditions existing in its silk-spinning mill. We cabled the American Seafarers' International Union, requesting that ships calling at

Japanese ports should avoid loading goods produced by the Omi Spinning Company. A circular of similar content was further addressed to all affiliated seafarer's organizations. The strike successfully terminated some three months later.

### **JAPANESE-KOREAN DISPUTE CONCERNING FISHING RIGHTS**

In 1952, the South Korean Government proclaimed its sovereignty over a large area of the Sea of Japan, far beyond its territorial waters, extending at points up to 150 to 200 miles from the Korean coast ; this action was taken without consultation with Japan or other interested powers. The Japanese Seamen's Union requested I.T.F. assistance in order to safeguard its members' livelihood. In July 1954, we availed ourselves of the services of Mr. Bolle, engaged on an I.C.F.T.U. mission, but his conversations with Korean Government members led to no result ; we agreed with the I.C.F.T.U. on a joint approach to the A.F. of L. and C.I.O. with a view to inducing the United States Government to bring pressure to bear on the Korean Government.

On 17 November 1955 the South Korean Joint Chiefs of Staff announced that Japanese vessels fishing inside the so-called "Rhee Line", even though under the protection of Japanese naval vessels, would be fired upon and, if necessary, sunk. On our affiliate subsequently reporting the capture of 113 fishing vessels and the killing of five fishermen, a cable of strong protest was dispatched to the South Korean President. A copy of our cable was furnished to the Director of our Tokyo office, who took the necessary steps to publicize it in Japan.

### **TUNISIAN RAILWAYMEN**

The London Congress resolution on Tunisia was sent to the French Minister for Moroccan and Tunisian Affairs on 10 August 1954. In the accompanying letter, the hope was expressed that the penalties inflicted on railwaymen for their participation in the strike of 1 April 1952 would at last be lifted, and that dismissed permanent staff would be reinstated. By letter of 30 September, the Minister was reminded of our communication of 10 August, and on 6 October he replied as follows :

"It is certain that the situation in Tunisia has developed in such a way that clemency measures can be taken. Some such decisions have already been taken and others are being considered."

The Tunisian Railwaymen's Union was of the opinion that the Minister's letter was devoid of practical meaning. On 29 November 1954 we requested the French Socialist Party to press the Tunisian railwaymen's case.

By letter of 10 December 1955 the General Secretary of the union informed us that all penalties had been lifted and dismissed personnel reinstated.

## **FRENCH DOCKERS' DISPUTE**

Following employers' refusal to enter into negotiations for a wage increase, Bordeaux dockers initiated a "work-to-rule" movement on 22 October 1954. The employers replied on 8 November with a partial lock-out, dismissing the men after one hour's work on each shift, replacing them wherever possible with casual labour. This state of affairs lasted until 13 December, when the lock-out was lifted pending the results of discussions on a national agreement in the National Joint Committee.

After consultation, the sum of £200 was granted by the I.T.F. to the French Dockers' Union towards the heavy expenditure incurred.

## **LONDON DOCK STRIKE**

A strike in October 1954 in London Docks by the British National Amalgamated Stevedores and Dockers' Union—not an I.T.F. affiliate—prompted enquiries from the Belgian and Dutch Transport Workers' Unions as to the attitude they should adopt. We informed them, and other unions concerned in Germany and Scandinavia, that, since the I.T.F.-affiliated British Transport and General Workers' Union was not officially involved in the strike, no sympathetic action was called for. To an enquiry from the New Zealand Seamen's Union, the same information was imparted.

## **STRIKE OF ICELANDIC TRAWLERMEN**

On 7 September 1954, we were informed by the Sailor's and Fishermen's Union of Iceland that a strike might break out in Icelandic trawlers about the middle of that month. An I.T.F. circular to seamen's and dockers' organizations asked them to take all suitable steps to prevent Icelandic trawlers being supplied with fishing requisites, especially ice and salt, should the strike break out. News was subsequently received from Iceland that the strike was set for 21 September and a list of trawlers was supplied, which we sent to all organizations concerned. After we had informed the Icelandic union that the list had been distributed to all ports with the request to refuse the supply of ice and salt, the situation in Iceland took a new turn. The Government conciliator worked out a compromise which was submitted to a ballot of the union's members and accepted. The strike was thereupon cancelled. The union notified us that the compromise marked a considerable improvement of conditions of employment and expressed thanks for help afforded.

## **JAPANESE RAILWAYMEN'S DISPUTE**

In December 1954, the All-Japan Council of Traffic and Transport Workers' Unions and the National Railway Workers' Union of Japan reported that, in reply to the latter's campaign for wage increases and an end-of-year bonus, which campaign was supported by "work-to-rule" action, the Japanese Government outlawed picketing and, by the end of November 1954, forty-one union members had been arrested on picketing charges.



On 13 December a cable of protest, calling for the exercise of democratic trade union rights, the reinstatement of dismissed persons, and the release of those under arrest, was despatched to the Japanese Prime Minister, the Ministers of Transport and Labour, and the Director-General of the National Railway.

### **McCARRAN-WALTER ACT—VISA DEADLINE LIFTED**

A United States Congressional Committee recommended, on 13 March 1955, the abandonment of the clause in the McCarran-Walter Act requiring foreign seafarers to be in possession of an individual visa when visiting American ports after June 1955.

The staff of the House of Representatives Judiciary Committee, in its report, stated :

“The fact that enforcement of the requirement of individual visas for seamen has proved impracticable affords a reason to question the wisdom of the continuation of the specific requirement in the law.”

It further pointed out that : “the anticipated enforcement of the visa requirement for seamen has caused considerable friction between the United States and friendly countries”.

The report went on to suggest that instead there could be a system of clearance in U.S. ports, involving “issuance of revocable permits valid for repeated entries over a stated period”. Such a system in effect would mean no change in the present crew list visa procedure.

Our New York representative stressed a State Department official's view that the persistent representations of I.T.F. seafarers' unions contributed in no small measure to this change in policy.

### **DEUTSCHE LUFTHANSA FLIGHT PERSONNEL**

In response to an appeal in March 1955 from the German Public Services and Transport Workers' Union for assistance in breaking the deadlock with Deutsche Lufthansa, A.-G. in connection with salary scales for flight personnel, we embarked on a press campaign to focus world public and aviation opinion on the low wage policy of the company in an attempt to secure wages commensurate with those of other air transport undertakings. This action was completely successful.

### **SHIPMENT OF SUGAR IN BULK, CUBA**

As early as March 1953, the I.T.F.-affiliated Cuban Maritime Workers' Federation, requested us to organize a conference to deal with the shipment of sugar in bulk which would strengthen the conditions of Cuban dockers. We replied, explaining at some length the situation in some of the most important countries receiving such shipments, and advised our Cuban friends that they should try to organize a regional conference in the United States, which we would be prepared to attend. However, we stressed the point that instead of refusing to accept the proposed shipments, they ought to secure from the Cuban Government conditions which in the end might make them acceptable.

The Federation started negotiations on the basis of our recommendation and on 16 April 1955 informed us that a satisfactory solution had been reached, thanking us for the advice given. On 8 February 1955, the Federation ratified the decision by the Cuban Confederation of Labour to accept the Cuban Government's proposals for the bulk shipment of sugar. The settlement negotiated by the Confederation included a guaranteed wage for maritime workers and protection against dismissal as a result of the introduction of bulk shipping methods.

### **JAPANESE SEAMEN'S WAGE CLAIM**

In April 1955, the Japanese Seamen's Union sought a 15 per cent wage increase for its members and, in view of the unconciliatory attitude of the shipowners, decided that in case of need a strike would be called.

The matter was reported to the I.T.F. General Council meeting in Helsinki 15/16 June 1955, when it was decided to send a message of fraternal support to the Japanese organization. The message considerably strengthened the hand of the union, which solved the matter by negotiations, accepting a 9 per cent increase as from 1 June.

### **WAR SERVICE GRATUITIES OF EXILED POLISH SEAFARERS**

During the summer of 1955, the I.T.F. was associated with a successful action taken on behalf of some five or six hundred Polish seafarers, officers and men, living in exile since the Communist Government came to power in Poland in 1945.

The action itself was undertaken by the Polish Merchant Navy Officers' Association in London, affiliated with the I.T.F., to enforce claims to war service gratuities dating from 1945 which the Polish Government refused to meet though they had been upheld by a British High Court decision.

The matter was discussed by the Executive Committee and the General Council of the I.T.F. meeting in Helsinki in June 1955 and also at a meeting of I.T.F. dockers' and seafarers' unions in London in July, when support was promised for the Polish seafarers.

After the Polish ship "Hel" had been held up at Antwerp and the British court decision had been upheld by a lower court and an appeal court in Belgium, a settlement was negotiated with the representatives of the Polish authorities. This represented an 85 per cent satisfaction of the claim which had been for something like £85,000.

Details of the case were given in various I.T.F. publications at the time. At the Conference of the Seafarers' Section, in Ostend in October 1955, the representative of the Polish seafarers expressed deep gratitude for the support rendered by the I.T.F. and its dockers' and seafarers' unions which had also been conveyed in writing to the governing bodies of the I.T.F.

## **DISPUTE WITH FLYING TIGER AIRLINES**

On 6 July 1955, we received a telegram from the U.S. International Association of Machinists, informing us that it had declared a strike against Flying Tiger Airlines, Inc. The telegram indicated that the company was flying strike-breakers to certain international airports and asked for our assistance to prevent it from continuing operations. We cabled all civil aviation ground staff organizations, requesting them to refuse to handle aircraft, equipment, and cargoes of this company. Affiliates replied that they would comply with our request. At London Airport a total ban was imposed.

On 6 October, the International Association of Machinists reported satisfactory agreement with the company and the termination of the strike on 5 October.

## **ESTONIAN SEAFARERS' STRIKE**

A strike called by the I.T.F.-affiliated Estonian Seamen's Union commenced 10 July 1955. Officers and men of eighteen ships, Estonian-owned and flying the Panamanian flag, were affected. Negotiations for a new agreement had been proceeding since April but broke down when the owners rejected the proposals of the union which included a wage increase of 15 per cent.

The union, in June, asked for the support of the I.T.F. and we duly issued a circular to affiliated seafarers' unions, advising them of the strike. Assurances were received that no crew replacements would be supplied to ships affected by the strike.

The strike ended on 21 July with success. A new agreement was signed with the Estonian shipowners in Sweden (where the Estonian Seamen's Union has its headquarters), giving almost full satisfaction to all the claims presented.

## **SYMPATHY STRIKE OF JAPANESE SEAMEN FOR COTTON SPINNING WORKERS**

A letter dated 26 October 1955, from the Japanese Seamen's Union, asked us for assistance in a strike declared by that union in support of the demands by the cotton-spinning section of the Japanese Federation of Textile Workers. The Japanese seamen had refused to transport all goods manufactured by the ten big cotton-spinning companies of Japan. We replied on 1 November, saying that we were prepared to take sympathetic action and report the matter to the I.T.F. Executive Committee on the same day. However, before any further measures could be taken, we received a telegram that the dispute had been concluded and the sympathetic strike called off.

## **CONFLICT OF PAKISTANI AIRWAYS EMPLOYEES WITH AIR FRANCE REPRESENTATIVE**

At the request of the Airways Employees' Union of Pakistan, we communicated on 4 November 1955 to Brother Lapeyre a complaint from the Pakistani Airways Employees' Union regarding the attitude towards the staff of the regional representative of Air France at Karachi Airport. Brother Lapeyre was requested to draw the attention of Air France Management to this situation in an attempt to improve relations at Karachi Airport.

## **WORKING CONDITIONS OF GERMAN STEWARDESSES IN PAN AMERICAN AIRWAYS**

Following a communication, in November 1955, from the German Transport Workers' Union on the appalling working conditions of German stewardesses employed on Pan American European routes and the company's threat to dismiss those joining the German organization, we sought an assurance from the Transport Workers' Union of America that, should employment be offered American nationals as a result of Germans joining their union, such employment would be refused. The American organization promised all support.

## **BARBADOS DOCKERS' STRIKE**

On 9 November 1955 we received a cable from the I.T.F.-affiliated Trinidad Seamen and Waterfront Workers' Trade Union to the effect that Barbados dockers were on strike and had requested the Trinidad organization not to unload Barbados cargoes; the cable urgently requested our advice. The Barbados dockers are not affiliated with the I.T.F. but the Barbados T.U.C. of which they are a section is a member of the I.C.F.T.U. whom we consulted before requesting our Trinidad seamen's and dockers' union to render all possible assistance. In a letter to the I.C.F.T.U. we pointed out that in our opinion the Barbados union had not acted properly in communicating directly with the Trinidad union instead of referring the conflict to the international organization concerned and that the procedure followed had involved unnecessary loss of time. The I.C.F.T.U. concurred with our observations.

Actually no assistance was needed from our affiliate since we were shortly advised by the I.C.F.T.U. that the strike had ended.

## **MINE WORKERS' UNION OF CURAÇAO**

On 11 November 1955, the International Federation of Petroleum Workers (Denver, Colorado) informed us of difficulties with which the United Miners' Union of Curaçao, one of the organizations formed in the Caribbean area as a result of the Federation's recent organizing campaign, was faced. Although this union was not within the jurisdiction of the Petroleum Workers' International, they feared that if the conflict confronting the Miners' Union was not brought to a satisfactory solution, this might have an adverse effect upon petroleum workers' organizations

in the area. The Miners' Union had declared a strike against a phosphate mining company, but ships were being loaded with phosphate mined by strike-breakers and the I.T.F. was therefore requested to try and assist the union by requesting affiliated unions to refuse the handling of this cargo. We replied, pointing out that we were prepared to help, but that it would be difficult to apply a boycott in U.S.A. ports as U.S.A. dockers were no longer affiliated with the I.T.F. However, without waiting for further information, we requested the two affiliated American seafarers' organizations to do whatever would be possible to avoid ships loaded in Curaçao by blacklegs being unloaded in U.S. ports.

The information received from Curaçao as to names of ships and destination was each time passed on to the organization concerned, not only in the U.S.A. but also in Norway, in Germany, and in Holland. We understand that the S.I.U. tried to stop unloading of one of the ships but the picketing was not successful and in the end the cargo was cleared. We requested our New York representative to deal with this conflict directly from New York but at the end of 1955 we had received no further information from him.

# VI.

## Regional Activities

### ASIAN REGION

It will be recalled that the Executive Committee, at its June-July 1953 meeting, authorized the Secretariat to proceed with plans for a Railwaymen's Conference in Tokyo. A number of difficulties arose, however, which led to postponement, and in January 1954 the Executive Committee decided on a general Asian Transport Workers' Conference, to be held towards the end of that year. Here again, difficulties and delays necessitated postponement but considerable progress was made, and when the General Secretary visited Japan (on behalf of the I.C.F.T.U.) in October 1954, he was able to agree with the Japanese organizations that the Conference should be held in Tokyo in April 1955 and invitations were sent out in November 1954 to transport workers' organizations in Burma, Hong Kong, India, Indonesia, Japan, Korea, Malaya, Pakistan and the Philippines.

The Conference, which took place in the Metropolitan Assembly Hall, Tokyo, from 4 to 8 April 1955, was attended by thirty-nine delegates from twenty-six organizations (seven affiliates, nineteen non-affiliates) in Hong Kong, India, Japan, Malaya, Pakistan, and the Philippines. The Indonesian delegates attended as observers. A discordant note was, however, struck by the action of the South Korean Government in refusing exit visas to delegates from that country ; a telegram of protest was sent to the South Korean Prime Minister. The total membership represented at the Conference was 952,584 (596,605 affiliated and 355,979 non-affiliated). The I.T.F. Executive Committee and the Secretariat were represented by H. Jahn, Vice-President, O. Becu, General Secretary, and P. Tofahrn, Assistant General Secretary. There were several official guests, fraternal delegates, and observers.

The agenda was as under :

1. The most pressing needs of :
  - (a) Asian transport workers, with special reference to conditions of employment, social security, and labour legislation ;
  - (b) Asian transport trade unions, with special reference to trade union recognition, negotiation arrangements, and government intervention in industrial disputes.
2. Asian transport workers' trade unions' point of view on :
  - (a) Their own task and difficulties ;
  - (b) Their own position in the world trade union movement and their contribution to the movement's efforts for social progress, freedom, and peace ;
  - (c) The desirability and possibility of establishing closer bonds between themselves ;
  - (d) The I.T.F.'s role in relation to these problems.

3. Possibilities of action in favour of Asian transport workers :
  - (a) In the I.L.O. ;
  - (b) In the Inland Transport Committee of the Economic Commission for Asia and the Far East.
4. Any other business.

The following resolutions were adopted :

**Freedom of Association and Right to Collective Bargaining :**

recording that the practice in many Asian transport undertakings in effect deprives workers of their freedom to organize in trade unions ; recalling that two I.L.O. Conventions impose on all governments the moral obligation to take all measures to ensure such freedom and to promote machinery for voluntary negotiation ; urging all Asian trade unions to bring relentless pressure to bear upon governments and parliaments, and to enlist the support of public opinion with a view to obtaining ratification of the two Conventions and converting the moral obligations of governments into a legal obligation ; further recalling the resolution adopted at the I.L.O. Inland Transport Committee in 1947, providing for an adequate scheme of collective negotiation, voluntary conciliation, and arbitration ; urging all Asian trade unions to use this I.L.O. resolution as a guide for establishing orderly industrial relations and secure for themselves the right to participate effectively in the regulation of conditions of employment.

**Implementation of the International Labour Code :**

acknowledging with gratitude the immense work done by the I.L.O. in guiding governments, parliaments, employers, and trade unions in their task of establishing conditions of employment complying with the demands of social justice ; recalling that two I.L.O. Inland Transport Committee resolutions requested an official investigation on the spot in Asia (and Africa) to ascertain to what extent transport workers were not yet enjoying the benefits intended by the authors of I.L.O. Conventions, Recommendations, Resolutions, and Memoranda, deploring that the investigation had not yet taken place and appealing to the I.L.O. Governing Body urgently to reconsider the two resolutions with a view to implementation ; declaring that for vast masses of Asian transport workers the provisions of the International Labour Code are still dead-letters, and the Asian employers be urged, and if necessary and possible forced, to apply the Code to the best of their ability ; calling on all trade unionists in Asian transport to inform themselves thoroughly on the provisions of the Code applicable to transport workers ; and appealing to Asian governments and parliaments to assist the implementation of its provisions.

**Trade Union Education :**

calling on Asian trade unions—in order efficiently to conduct their action for the emancipation of the workers from poverty and social bondage—to endeavour to spread among their members knowledge of the moral and ethical foundations of the trade union movement and of its aspirations

in the economic and political field ; requesting the I.T.F. Executive Committee to send Asian transport workers' trade unions all possible technical and material assistance with a view to enhancing the efforts of the unions in the field of trade union education.

**Housing :**

recording that the majority of Asian transport workers live in very poor and even abject accommodation ; acknowledging that, owing to general poverty, improvements cannot rapidly be effected, but recommending Asian transport employers to take active steps to mitigate the housing misery of many thousands of workers instead of relying solely on the action of governments ; appealing to Asian trade unions and transport undertakings jointly to consider action to improve housing conditions, on the basis of the relevant resolution adopted by the Asian Regional Conference of the I.L.O., September 1953.

**Vocational Training :**

noting that in the fight against poverty in Asia the development and efficiency of the transport systems, and consequently, the vocational efficiency of transport workers, is of considerable importance ; believing that vocational training schemes and schools would permit Asian transport workers to increase knowledge and skill, thereby substantially contributing to the improvement of transport services ; requesting the I.T.F. Executive Committee to enlist the cooperation of the I.L.O. and the Inland Transport Committee of the United Nations Economic Commission for Asia and the Far East with a view to planning the rapid expansion of vocational training schemes and to obtaining substantial technical assistance funds for this purpose ; requesting the I.T.F. Executive Committee to raise this problem also with the appropriate United Nations agencies with a view to obtaining adequate funds for the vocational training of union officials.

**Japanese Legislation Affecting Trade Union Rights of Transport Workers in the Employ of Public Authorities :**

noting the contention of Japanese delegates that certain provisions of Japanese law restrict the rights of competent trade unions in a manner inconsistent with right and justice ; requesting the I.T.F. Secretariat to investigate the complaint, and, if substantiated, to make appropriate representations to the Japanese Government.

**Asian I.T.F. Office :**

emphasizing the great importance of Asian transport workers' trade unions coordinating their activities, and striving for the generalization throughout Asia of the standards of employment conditions prevailing in the transport undertakings of the most advanced Asian countries ; requesting the I.T.F. Executive Committee to consider favourably the establishment of an Asian office with a view to creating an Asian regional organization.



### **Present Needs of Transport Workers in the Federation of Malaya :**

enumerating present requirements (a) assistance from I.T.F. and other well-established transport organizations in undertaking an organizational campaign, particularly in the road transport industry, and dock industry, where personnel are employed on the contract system ; (b) assistance in obtaining recognition by employers and establishment of joint machinery where such is not in existence; (c) conditions of employment throughout the transport industry to be at least in accordance with I.L.O. Conventions; (d) transport employees to be assisted by the employers in obtaining reasonable housing facilities, and, in the case of transit employees, to be provided with houses ; (e) abolition of contract system of labour, particularly in regard to dock labour ; (f) Trade Unions Enactment of Malaya to be amended to enable all transport workers to unite by amalgamation or federation ; (g) establishment of vocational training facilities throughout the transport industry.

The following resolution was adopted on the understanding that the I.T.F. Executive Committee would be requested to consider it as soon as trade unions of workers engaged in tourist services affiliated in sufficient numbers :

#### **Request for Establishment of a New Section with the I.T.F. for Workers Engaged in Tourist Services :**

noting that tourist services form a branch of transportation and have much to contribute to the development of other trades within the industry ; calling for a special trade section within the I.T.F. Secretariat to cater for personnel engaged in tourist services.

The conclusions of the Conference discussions were summarized in a "Message to Transport Workers". The message stated that the establishment of social justice in Asia, whilst being a task that could be accomplished primarily only by Asians themselves through virile and independent trade unionism, was one in which they would have the ready support of the I.T.F.

#### **Establishment of Asian I.T.F. Office**

Pursuant to the resolution of the Asian Transport Workers' Conference requesting the I.T.F. Executive Committee favourably to consider the setting up of an Asian office with a view to creating an Asian regional organization, the Executive Committee at its Helsinki Meeting, June 1955, approved the opening of an I.T.F. Regional Office in Tokyo, in cooperation with the affiliated Japanese unions and temporarily under the direction of Brother Soares of the I.T.F. Bombay office.

An office and furniture were placed at I.T.F. disposal in the building of the National Railway Workers' Union, where work was started on 8 November. Brother Soares is assisted by an interpreter-translator and a shorthand-typist. In consultation with Japanese unions, a programme of work has been initiated, including the publication of a Labour News-Letter, the Japanese-language I.T.F. News, and a Press Report.

## LATIN AMERICAN REGION

In the reports submitted to our 1954 London Congress it was unfortunately necessary to relate that, following the *coup d'état* of General Batista in Cuba in March 1952, our carefully-laid plans to build up a Latin American Sub-Secretariat with headquarters in Havana had run to a dead end. It was therefore necessary to start all over again. In the meantime, however, valuable contacts in the Continent had been made by our friend the late Brother Trifón Gómez and the General Secretary, and the Executive Committee of the I.T.F., informed at its meeting in January 1954, of the intention of the I.C.F.T.U. to hold a Congress of O.R.I.T., its Latin American Sub-Secretariat, early in 1955, decided to avail itself of the opportunity to convene, immediately before or after that Congress, a Latin American Transport Workers' Conference.

The Executive Committee newly-elected at our London Congress in July 1954 decided to ask Brother Gómez, subject to the consent of the I.C.F.T.U. (on work for which he was at that time engaged), to pay a preliminary visit to the more important Latin American transport workers' unions, investigate the possibility of holding a conference to set up an I.T.F. regional organization, and make proposals accordingly. He set out on 14 September, and was away for approximately two months, visiting Mexico, Cuba, Chile, Uruguay, and Brazil. He was everywhere given a hearty welcome and found the atmosphere generally favourable to our plans. He reported that we could count on the support of sixteen organizations in the five countries mentioned.

His proposals were that the I.T.F. should establish an office of its own in Latin America, working in close cooperation with the O.R.I.T., for the purpose of securing genuine affiliations. Under this office, the Continent would be divided into six zones, responsible for activities within their areas, and electing six presidents who, together with the representative of the I.T.F., would constitute a Committee whose task it would be to direct, encourage, and develop the activities of all zones in accordance with instructions which they would receive from the General Secretary of the I.T.F.

At its meeting in London from 12 to 14 January 1955, the Executive Committee approved the plan and asked Brother Gómez to set up and take charge of an office in Mexico City, which would be entrusted with the task of carrying the plan into effect. All the transport workers' organizations in Latin America were informed of the Executive Committee's decision.

Pursuant to the Executive Committee's decision appointing him as officer-in-charge of the Latin American office of the I.T.F., Gómez proceeded to Mexico early in March. He spent two weeks in the United States before proceeding to Mexico. After a month's preparation, he was able to open the office on 29 April and reported that many Mexican trade union officials attended the opening ceremony. The office has begun the publication of a Latin American edition of the I.T.F. Press Report.

The Conference of Zonal Presidents was held in Mexico from 11 to 13 October 1955. Eight delegates attended from Brazil, Colombia, Cuba, Guatemala, and Mexico; the I.C.F.T.U. Inter-American Regional Organization (O.R.I.T.) was also represented. The General Secretary and Brother Lyon of the Executive Committee attended on behalf of the I.T.F. The General Secretary was accompanied by L. Martinez, in charge of Latin American affairs at the I.T.F. head office.

The Conference, which had been prepared with such care and devotion by Brother Gómez, assembled under the shadow of his death which had occurred on the morning of 8 October. One of his last wishes had been that the meeting should proceed as scheduled, and the opening moments were devoted to well-merited tributes to his memory.

Considering the importance of the continuation of the work started with so much success by Trifón Gómez, the General Secretary and Brother Lyon, representing the Executive Committee, decided at the end of the meeting that L. Martinez should temporarily remain in Mexico to keep things going in order that results already achieved should not be lost.

The Conference discussed and approved a Regional Office Consultative Council, composed of Zonal Presidents, and the appointment by the latter of co-workers to assist in carrying out the duties falling to each Zone.

The meeting heard reports from each Zonal President attending the Conference on conditions in their respective Zones, with particular reference to the organization of transport personnel.

Another topic of discussion was the need, agreed upon by all delegates, to disseminate material published by the I.T.F. regional office through the trade union press of their respective countries and to keep the office supplied with information on their own activities. In this connection, it was agreed that the office should publish a bi-monthly illustrated transport workers' journal, which would mirror the economic and social conditions of workers in the industry.

Later discussions dealt with the situation of the workers in individual branches of the transport industry, special reference being made to the anomalies in the legal position of Brazilian railwaymen, who were subject to varying stipulations according as they were employed by state-owned or private railways. Attention was also drawn to the difficult phase through which Cuban transport was now passing due to the absence of both national and international regulations. As a result of the discussion, it was finally agreed that steps should be taken to promote the coordination and integration of transport in the Latin American region. To this end, the regional office would collect information on working conditions and, in collaboration with the I.T.F. Secretariat, undertake the necessary studies.

Brother Lyon expressed his satisfaction at having had the opportunity of representing the I.T.F. Executive Committee at the Conference. Referring to the importance attached by the I.T.F. to regional organization, both in South America and throughout the whole world, he said that it was his intention to underline to the Executive Committee the need to strengthen the Latin American regional organization by all possible means.

During the Conference, it was also announced that two Mexican organizations—the National Union of Road Transport Workers and the National Union of Stevedores and Allied Workers—had affiliated with the I.T.F.

Reports subsequently received at Head Office lead us to believe that our Latin American representative is doing useful work. From 4-12 December 1955 he attended, on instructions from the General Secretary, the Congress of the Chilean Railwaymen's Union where he was able to establish closer contact with Chilean railwaymen and to attend a meeting dealing with activities of the Fifth Zone (Chile, Bolivia and Peru). At this meeting a fraternal delegate from Argentina also attended. On his journey to the south Martinez visited Peru, where a Transport Workers' Federation has recently been established, and also made a brief stay in Argentina.

# VII.

## Sectional Activities

### *Seafarers' Section\**

In the following report we first review, chronologically and concisely, the various meetings and conferences of the Seafarers' Section held during 1954/55. Some of the main questions discussed at those meetings and conferences are then reviewed in greater detail under separate headings, namely, short sea trades of North-West Europe, International Maritime Labour Conference, Convention No. 93, methods of engaging seafarers, I.M.C.O. Convention, Swiss-flag shipping, maltreatment of seafarers in foreign ports, MacCarran-Walter Act, seafarers' welfare in port, the Seattle Conventions.

The question of flag transfers is the subject of a separate Sectional report.

#### **REGIONAL CONFERENCE, HAMBURG, 8-9 JANUARY 1954**

This regional conference was the fourth in a sequence of conferences (London, January 1953; Stockholm, March 1953; Copenhagen, June 1953; Hamburg, January 1954) which discussed the problem of the competition seriously affecting the short sea and coastal trades of North-West Europe. Officers' and ratings unions of Belgium, Denmark, Finland, Germany, Netherlands, Norway, Sweden and the United Kingdom were represented.

The conference decided the general policy to be pursued by the seafarers' group on the tripartite subcommittee of the Joint Maritime Commission of the I.L.O. which, at the request of the I.T.F., was to deal with the problem the following April in Geneva.

It was also agreed that representatives of the I.T.F. should have informal talks with representatives of the Economic Commission for Europe and the I.L.O. on an I.T.F. proposal to create machinery for regulating freight rates in regional trades.

#### **MEETING WITH S.I.U., WASHINGTON, 26 JANUARY 1954**

On the occasion of an I.T.F. Executive Committee meeting in Washington in January 1954, the seafarer members of the E.C. and the General Secretary met representatives of the Seafarers' International Union of North America and discussed complaints about competition of European-flag ships in the Great Lakes and Pacific Coast trades of North America.

The American representatives said that low-cost European ships trading on the Great Lakes and Pacific Coast between Canadian and U.S. ports were a threat to the working conditions and employment prospects of American seamen. American shipping could not compete in the international trades, owing to their higher wages and conditions

\* Other items of interest to the Seafarers' Section will be found on pages 26, 35, 37, 38, 40, 43, 46, 47, 48, 84, 137, 141.

and other cost factors, and consequently depended on the coastwise trades. European crews concerned also found themselves in an unenviable position, owing to their low earnings compared with the high price level in American ports.

The European representatives, whilst fully appreciating the American point of view, pointed to the difficulty of isolating seafarers' wages from the general wage structure and economic condition of the home countries. They also referred to the difficulty of action on the part of crews, having regard to the fact that seamen were liable to serious charges under maritime law if they broke articles abroad. They agreed that seafarers spending a lot of time in high-price regions were entitled to compensation. This in fact was to some extent provided for in existing agreements, but the principle had to be applied with caution, as it operated in reverse in low-price regions. It was recognized that American seamen had to protect their livelihood in the trades concerned.

The conclusions which were reached were reported to the next meeting of the Seafarers' Section.

### **SECTIONAL CONFERENCE, GENEVA, 1-3 APRIL 1954**

Officers' and ratings' unions of Belgium, Denmark, Estonia (exile), Finland, France, Germany, Italy, Netherlands, Norway, Sweden, United Kingdom and—a newcomer to maritime conferences—Switzerland, were represented at this sectional conference.

Matters discussed on the Report of the Secretariat included a proposal calling for a maritime session of the I.L.O. conference, revision of Convention No. 93 concerning wages, working hours and manning on board ship, and Convention No. 9 concerning methods of engaging seafarers, organization of Asian seafarers, application of the American McCarran-Walter Act to visiting seafarers, and the second meeting of the I.L.O.-W.H.O. committee on seafarers' hygiene.

The conference addressed a cable to the Economic and Social Council of the United Nations—in session at the time—deploring the failure of major maritime countries to ratify the I.M.C.O. Convention and inviting the governments which had ratified to consider the possibility of achieving the purposes of the convention by voluntary machinery. On the question of the McCarran-Walter Act a resolution was adopted which, whilst appreciating some of the motives behind the measure, and especially the attempts of the American authorities to apply it as flexibly as possible to visiting seafarers, asked the U.S. Government to reconsider clauses which required foreign seafarers to possess individual visas when entering American ports. During the discussion alternative methods were mentioned of achieving the security objectives of the Act.

The conference devoted special attention to the policy and tactics to be pursued by the seafarers' group on the tripartite subcommittee of the J.M.C. which was meeting in Geneva on the following days to deal with the problem of the short sea and coastal trades of North-West Europe.

There was further a full discussion on the problem of flag transfers and the campaign being waged by the I.T.F. in connection with it. A resolution adopted on the subject urged that governments and shipowners had a responsibility in tackling the problem, and proposed that the effects of unfair practices upon the social standards of seafarers should be discussed by an international maritime labour conference. A discussion on the appearance of the Swiss flag in deep-sea shipping resulted in the adoption of a programme for ensuring effective organization and collective bargaining for the crews concerned.

#### **TRIPARTITE SUBCOMMITTEE OF THE J.M.C., GENEVA, 5-8 APRIL 1954**

This committee was set up by the I.L.O. at the initiative of the I.T.F. to deal with the problem of the sharp competition which was causing concern in the short sea and coastal trades of North-West Europe. It consisted of the seafarers' and shipowners' members of the J.M.C. from the nine countries affected—Belgium, Denmark, Finland, France, Germany, Netherlands, Norway, Sweden and the United Kingdom—plus government representatives from the same nine countries.

The original proposal of the seafarers that the problem be tackled by the I.L.O. on a regional basis was opposed by the shipowners and some of the governments. Apart from the complications of defining geographical and tonnage limits satisfactorily, they held that one region could not be dealt with in isolation from others and feared that action of a regional character might have undesirable repercussions outside the region.

In order to make progress, the seafarers eventually agreed to a different approach. Instead of a regional solution for North-West Europe, there was envisaged a broadening of the I.L.O. legislation relating to seafarers' wages and working conditions. On the one hand, the tonnage limit of Convention No. 93 would be raised; on the other hand, the ships excluded, together with still smaller ones, would be dealt with separately. At the same time Convention No. 93 would be overhauled so as to ensure implementation.

The above programme was to be carried through at a maritime session of the I.L.O. conference, which would be held as soon as possible and would be preceded by a session of the full J.M.C. to make the necessary recommendations to the Governing Body of the I.L.O., and a preparatory technical procedure provided for in the I.L.O.

There was such strong opposition from both shipowners and governments to any pronouncement on the question of freight rates that it could not be pressed.

#### **I.L.O.-W.H.O. COMMITTEE ON SEAFARERS' HYGIENE, GENEVA, 9-12 APRIL 1954**

T. Yates and D. S. Tennant (the latter deputizing for O. Becu) attended this second meeting as the seafarers' members of the I.L.O. side of the committee. It dealt with (i) medical advice by radio to ships at sea, (ii) examination of seafarers to detect tuberculosis, (iii) medicine

chests on board ships, (iv) certain aspects of the prevention and treatment of venereal disease. Recommendations for circulation to governments were made on all four questions, the most important being: (i) medical advice by radio should be available to ships at sea at any hour of the day or night; (ii) every ship should carry a medicine chest containing a recommended assortment of medicaments; (iii) all new entrants to seafaring should be examined for tuberculosis.

Two of the above-mentioned questions—contents of medicine chests and medical advice by radio—have meanwhile, on the recommendation of the J.M.C. been placed on the agenda for the maritime conferences of the I.L.O. to be held during 1956 and 1957.

The next meeting of the committee is to discuss: (i) hospitalization in both its medical and economic aspects, (ii) medical clinics in ports, (iii) medical records and reporting. At the request of a J.M.C. session held subsequently, the I.L.O. has further asked the committee to take up the question of minimum qualifications for persons given medical responsibility on board ship.

### **SECTIONAL CONFERENCE, LONDON, 16-17 JULY 1954**

This was the usual conference of the Section held in connection with the Biennial Congress of the I.T.F. Its main task was to review the activities of the Section during the preceding period. These included matters such as pressure in favour of the realization of I.M.C.O., action to mitigate the effects of the McCarran-Walter Act, encouragement of the unification of the Indian seamen's movement, as well as the various objectives pursued through the I.L.O.

Resolutions were adopted expressing the seafarers' views on the McCarran-Walter Act, calling for a maritime session of the I.L.O. conference to discuss, among other things, revision of Convention No. 93, deploring attempts on the part of certain shipowners to misrepresent for selfish purposes the meaning of decisions reached in an international context, reiterating the demand for implementation of the I.M.C.O. Convention, and expressing sympathy for escapee seamen from Iron Curtain Countries.

### **JOINT DOCKERS' AND SEAFARERS' MEETING, LONDON, 8 JULY 1955**

This meeting was held arising out of a resolution adopted by the General Council of the I.T.F. in Helsinki in June 1955, which appealed to affiliated dockers' and seafarers' unions to support the action of the I.T.F. to secure justice for some five to six hundred exiled Polish seafarers who were demanding £85,000 in war service bonuses dating from 1945. The story of the case and its highly successful outcome is told under "Various Actions" (Chapter V, page 47).

The same meeting discussed efforts being made by the I.T.F. to secure action through the I.L.O. on complaints about the maltreatment of foreign seafarers in the ports of certain countries. Finnish seamen



were complaining particularly of the treatment experienced in Polish ports.

Finally, the meeting considered the position in connection with a strike called by the Estonian Seamen's Union against eighteen Estonian-owned and Panamanian-registered ships. The strike was supported by the Swedish dockers' and seafarers' organizations and ended in a victory for the Union.

### **SECTIONAL CONFERENCE,**

**OSTEND, 3-4 OCTOBER 1955**

Twenty-two officers' and ratings' unions from seventeen affiliated countries were represented at this conference. The Report of the Secretariat reviewed the position in connection with various matters on the programme of the Section, among which were I.M.C.O., the McCarran-Walter Act, Polish seamen's war bonuses, and ratifications of the Seattle conventions.

Separate items on the agenda concerned the eighteenth session of the J.M.C., the proposed international maritime labour conference, revision of Conventions No. 93 (Wages, Hours and Manning) and No. 9 (Methods of Engaging Seafarers), flag transfers, seafarers' welfare in port, refugee seafarers, fishermen's questions, maltreatment of foreign seafarers, seafarers' identity documents, and double jurisdiction affecting officers' competency certificates.

All the above items are dealt with under separate headings.

### **JOINT MARITIME COMMISSION (18TH SESSION),**

**PARIS, 24-29 OCTOBER 1955**

This session of the J.M.C. was chiefly devoted to considering the agenda for the maritime session of the I.L.O. conference and the preparatory technical maritime conference to precede it, which were being proposed by the seafarers. It adopted recommendations on these subjects for submission to the Governing Body of the I.L.O.

The Commission further requested, on the proposal of the seafarers, that the I.L.O. issue to governments a questionnaire dealing with the problem of transfers, and adopted resolutions relating to seafarers' welfare in port, refugee seafarers, qualifications of persons with medical duties on board ship, and the design of pilots' ladders.

### **McCARRAN-WALTER ACT**

During the months after the conference of the Section held in London in July 1954, the pressure to secure an overhaul of this Act, particularly the sections affecting seafarers, was maintained. As known, the chief concern in seafarers' circles was about the regulations requiring crew members of ships visiting American ports to have a personal visa. In representations on the subject it was urged that the crew list should continue to serve as a basis for visas.

In February 1955 it was learned that the date for the entry into force of the regulations concerning the individual visas for foreign seafarers visiting U.S. ports had been indefinitely postponed by the State

Department in Washington. According to subsequent information, the individual visa requirement was never expected to become effective. The effect of the suspension was that U.S. immigration authorities continued to accept crew-list visas as well as individual visas. At the same time the ruling was changed concerning the fining of ships arriving with seamen whose papers were not in order. The \$1,000 fine to which they were formerly liable no longer applied.

A State Department official was quoted as saying that the persistent representations of the I.T.F. seafarers' unions in Washington contributed to the change of policy. Subsequent reports stated that the McCarran-Walter Act was to be subjected to a complete overhaul by the U.S. Congress.

## **INTERGOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION**

We reported earlier on two conferences of the Seafarers' Section (Geneva, April 1954, and London, July 1954) and the representations made to the Economic and Social Council of the United Nations urging that action be taken to bring the I.M.C.O. Convention, dating from 1948, into force. Besides calling for speedy implementation, the two conferences urged that pending implementation, the purposes of the convention might be achieved by voluntary arrangements between the governments having ratified.

It was especially in the Scandinavian countries, under the influence of the shipowners, that a stiffening opposition towards I.M.C.O. was apparent. At the seventh session of the Transport and Communications Commission of the United Nations (New York, February 1955) Norway actually proposed an amendment of the I.M.C.O. Convention so as to curtail its functions, especially in the economic sphere. The attempt failed by six votes (China, Egypt, France, Netherlands, United Kingdom and United States) to one (Norway), with five abstentions and three members absent. Another attempt made at the May-June 1955 meeting of the U.N. Economic and Social Council in Geneva also failed, by ten votes to three.

When the Executive Committee and General Council of the I.T.F. met in Helsinki in June 1955, the seafarers' members present stressed the importance of vigilance on the part of seafarers' organizations to prevent any weakening of I.M.C.O., especially in the economic sphere, as in the existing situation in world shipping, with unplanned tonnage expansion, the wholesale flight to flags of convenience, and all manner of practices of a discriminatory character, the need for a U.N. agency to apply a rational shipping policy and prevent chaotic developments in world shipping was greater than ever.

One or two remarks contained in the report of the Director-General of the I.L.O. to the eighteenth session of the J.M.C. (Paris, October 1955) illustrate the point: ". . . world carrying capacity would appear to be increasing at a faster rate than are the cargoes to be carried". The report went on to say: ". . . the tanker fleet is already far above demand for space and additional vessels are being constructed. The world tanker fleet in September 1954 amounted to about 37,000,000 deadweight tons,

of which almost three million deadweight tons were laid up and an additional ten million deadweight tons will be completed by 1956”.

If this was the position at a time when on the whole the shipping industry was doing well, it is not difficult to see what must happen in the event of a recession. Seafarers remain determined to press for fulfilment of obligations implicit in the I.M.C.O. Convention.

In pursuance of the Helsinki instructions, the I.T.F. Secretariat issued a circular (June 1955) urging seafarers' organizations (a) to bring appropriate pressure to bear upon governments in cases where they had not yet ratified the Convention; and (b) in other cases to remain vigilant to ensure there was no yielding to anti-I.M.C.O. pressure by others. Also when the matter was discussed at the conference of the Seafarers' Section held in Ostend on 1 and 2 October 1955, it was agreed that the pressure in favour of I.M.C.O. should be maintained, and that steps would have to be taken to ensure that the seafarers' voice was heard in I.M.C.O. when it was established.

[Twenty-one ratifications, including seven by countries owning more than a million tons of shipping, are required to bring the convention into force. At the end of 1955 the following countries had ratified (those with over a million tons in italics): *Argentina*, Australia, Belgium, Burma, *Canada*, Dominican Republic, Ecuador, Egypt, *France*, *Greece*, Haiti, Honduras, Ireland, Israel, Mexico, *Netherlands*, Switzerland, *United Kingdom*, *United States*. Two more countries, Austria and *Italy*, were reported to be contemplating speedy ratification, which would bring the number up to that required for implementation of the convention. According to reports in the shipping press, the question of I.M.C.O. would come up for consideration at the eighth session (February 1956) of the Transport and Communications Commission of the United Nations.]

### **CONVENTION CONCERNING WAGES, HOURS OF WORK, AND MANNING ON BOARD SHIP**

The Section has continued the efforts to bring about the implementation of this convention, which as known, was adopted at the maritime session of the International Labour Conference held in 1946, as Convention No. 76. Though revised at the International Labour Conference (general session) of 1949, it still failed to secure anything like the required number of ratifications. Nine ratifications from countries named in the convention, including five from countries owning more than a million tons of shipping are required to bring the convention into force. Only one named country (Australia) and three others (Cuba, Philippines and Uruguay) have so far ratified.

Proposals for further revising the convention were made by the seafarers at the sixteenth session (Geneva, May 1951) and the seventeenth session (Geneva, May 1952) of the J.M.C., but deadlock was reached on both occasions. The seafarers, though proposing revision, wished to confine it to dividing the convention into two parts, one on wages and one on hours and manning, which could be ratified separately. The reason for proposing the division was that the clauses about an international minimum wage were understood to be the main obstacle

to ratification, so that it was thus hoped to clear the way at least for ratification of the clauses relating to working hours. The shipowners, however, insisted on the indivisibility of wages and hours and were disposed to consider revision only if the question were re-opened in its entirety.

When a tripartite subcommittee of the J.M.C. met to discuss the problem of the short sea trades of North-West Europe (Geneva, April 1954), it resulted in a compromise which opened prospects simultaneously of progress on Convention No. 93: a resolution was adopted, with the support of the governments' as well as the shipowners' and seafarers' representatives present, which linked the question of the short sea trades to that of the revision of Convention No. 93. In pursuance of that resolution the matter was discussed at the eighteenth session of the J.M.C. (Paris, October 1955), with the result that it was recommended for the agenda of the maritime session of the I.L.O. conference to be held in 1957 and that of the preparatory maritime conference of 1956. The Governing Body of the I.L.O. at its autumn 1955 meeting acted on the J.M.C.'s recommendations, so that the revision of Convention No. 93 is to figure on the 1956 and 1957 agendas.

The seafarers' understanding of the position is that in exchange for discussing revision of Convention No. 93 in a general manner and on the basis of raising the tonnage limit, the shipowners will be party to a parallel arrangement which would cover smaller ships, notably those engaged in the short sea trades of North-West Europe.

## **INTERNATIONAL MARITIME LABOUR CONFERENCE**

We have in various connections referred to the proposal for a maritime session of the International Labour Conference of the I.L.O. The last maritime session took place at Seattle, U.S.A., in 1946. It was especially memorable for the adoption of nine international maritime conventions—since known as the Seattle Conventions—as well as a number of recommendations and resolutions, which were regarded as a substantial instalment of the programme of post-war objectives drawn up by the Seafarers' Section of the I.T.F. under the title "International Seafarers' Charter" at the close of World War II.

Generally speaking, it is only such sessions of the I.L.O. conference which can adopt major international social legislation for the maritime industry, though exceptional revision of maritime conventions has been undertaken at a general session of the I.L.O. conference, for instance in 1949 when Conventions Nos. 72 (Seafarers' Holidays), 75 (Crew Accommodation) and 76 (Wages, Hours and Manning) were partially revised and became Conventions Nos. 91, 92 and 93.

Ten years have elapsed since Seattle. Seafarers' circles have been urging for some time that another maritime conference of the I.L.O. is due. Resolutions to that effect have been adopted on various occasions. We mention again those adopted unanimously, that is, with the governments' and shipowners' support, at the tripartite subcommittee of April 1954 and with the shipowners' at the eighteenth session of the (bipartite) J.M.C. in Paris in October 1955.

The recommendations of the latter were accepted by the Governing Body of the I.L.O. at its meeting of November 1955, which decided to convene a maritime session of the International Labour Conference during 1957 to discuss the following agenda:

- (1) General revision of the Wages, Hours of Work and Manning (Sea) Convention, 1949.
- (2) Engagement of seafarers through regularly-established employment offices.
- (3) Transfer of ships to flags of other than traditional maritime countries, with reference to social conditions and safety on board ship.
- (4) Contents of medicine chests on board ship and medical advice by radio to ships at sea.
- (5) Jurisdiction affecting ships' officers' competency certificates.
- (6) Reciprocal or international recognition of seafarers' national identity cards.

At the same time the Governing Body accepted the J.M.C.'s recommendation of a preparatory technical maritime conference. The latter is scheduled to meet in the autumn of 1956 and will be regarded as the first phase in the double-discussion procedure provided for in the I.L.O. The J.M.C. had unanimously recommended that this preparatory conference should consist of the countries represented by regular or deputy members on the J.M.C. However, the Governing Body postponed its decision on the composition of the preparatory conference until its next meeting in the spring of 1956. The agenda for the preparatory conference will be the same as that for the plenary conference of 1957.

### **MISREPRESENTATION OF I.L.O. DECISIONS**

The London Congress (1954) adopted a resolution which deprecated the tendency of shipowners sometimes to misrepresent decisions of bodies like the I.L.O., and stressed the minimum character of international standards. The resolution was given appropriate publicity after the Congress. At the Ostend conference of the Section, October 1955, appreciation was expressed on behalf of the French organizations for the moral support thus received in their three-fronted struggle against Government, shipowners and Communists, to preserve the working hours standards of French seafarers.

### **SEATTLE CONVENTIONS**

With one of the Seattle conventions we have already dealt under the heading "Convention No. 93 concerning Wages, Hours of Work and Manning on board Ship". The position regarding the others was reported in detail to the conference of the Section held in Ostend in October 1955. Of the nine Seattle conventions four, namely those concerning Certification of Ships' Cooks (No. 69), Medical Examinations (No. 73), Certification of Able Seamen (No. 74) and Crew Accommodation (No. 75, revised No. 92) are now in force. The remaining five conventions: Food and Catering (No. 68), Social Security (No. 70), Seafarers' Pensions (No. 71), Paid Vacations (No. 72, revised No. 91), and the already-mentioned Convention on Wages, Hours and Manning (No. 76, revised No. 93) remain unimplemented.

## **SEAFARERS' WELFARE IN PORT**

The eighteenth session of the J.M.C. adopted a resolution which drew attention to the need for reciprocal international cooperation in promoting seafarers' welfare in port and suggested the establishment of a tripartite subcommittee of the J.M.C. to deal with welfare on an international basis. The Governing Body of the I.L.O., at its meeting of November 1955, endorsed the resolution.

The setting up of an I.L.O. tripartite committee marks a step forward in the pressure exerted on the seafarers' side for action on earlier decisions of the J.M.C. on welfare. These decisions urged that welfare schemes should be promoted on the basis of reciprocal international cooperation and that the financing of such schemes should be on an adequate and permanent basis and not exclusively dependent upon private institutions.

The resolution of the last J.M.C. session was sponsored by the Seafarers' Group in pursuance of the discussion which took place on the subject at the conference of the Seafarers' Section in Ostend in October 1955.

## **INTERNATIONAL STUDY COMMITTEE, NEW YORK**

In connection with the question of seafarers' welfare in port, the Seafarers' Section learned of the activities of the above-named body. Primarily sponsored by private quarters, this body has been active in promoting seafarers' welfare on an international scale and has sought the cooperation, among others, of the I.T.F. and its seafarers' unions.

The Seafarers' Section at the Ostend Conference expressed appreciation of the work of bodies like the International Study Committee. At the same time it considered that such efforts were calculated to result in duplication of work already being done within the shipping industry. It is true that the participation of public authorities in this sphere is needed, owing to the heavy capital expenditure required for major welfare projects for seafarers, but for the rest it is desirable that such projects should be carried out under the auspices of the industry itself, that is, the joint auspices of shipowners' and seafarers' organizations. Nevertheless, constructive efforts by outside bodies such as the International Study Committee are welcome, and provided the initiative remains with the industry, the I.T.F. and seafarers' unions will cooperate with those with a record of useful achievement in the sphere of seafarers' welfare in port.

## **METHODS OF ENGAGING SEAFARERS**

As a result of representations which were started at the J.M.C. session of April 1952, the question of the engagement of seafarers through regularly-established employment offices is to be an item of discussion at the 1956 (preparatory) and 1957 (plenary) maritime conferences of the I.L.O. The Governing Body of the I.L.O. in November 1955 took a decision to that effect on the recommendation of the J.M.C. session of the previous October.

The intention is not, as originally envisaged by the seafarers, to seek revision of the convention (No. 9) which has existed on the subject since 1920. Ways and means will be considered, however, of ensuring that the engagement of national seafarers for the purpose of crewing foreign ships only takes place through approved employment offices. It is understood that the proposed instrument would not be intended to interfere with accepted recruitment or replacement practices applicable to seafarers of traditional maritime countries, but would be designed to prevent malpractices in the placing of national seafarers for crewing foreign-flag ships.

The problem here envisaged is not the special one which arises in connection with the seamen of under-developed regions, but the more general problem of dubious practices employed by shipowners in manning ships. The special Asian problem—it may be recalled—was dealt with at the Asian Maritime Conference of the I.L.O. held at Nuwara Eliya in October 1953. The resolution then adopted noted the malpractices prevalent in a number of Asian countries, resolved that steps should be taken to abolish them, and recommended that governments should enter into consultation with the representatives of shipowners and seafarers in order to review the existing system of recruitment and to consider what machinery should be established to eliminate any defects which existed.

#### **MALTREATMENT OF SEAMEN IN FOREIGN PORTS**

Periodically complaints are heard of the maltreatment of seafarers when visiting the ports of certain countries. Usually they are Communist countries, but sometimes also other totalitarian regimes are named.

Particularly serious complaints were voiced by the Finnish seafarers' organizations on the occasion of the General Council and Executive Committee meetings of the I.T.F. held in Helsinki in June 1955, about the experiences of their people in Polish ports. The General Council adopted a resolution drawing world attention to the seafarers' complaints. The resolution was echoed at an I.T.F. meeting of dockers' and seafarers' unions held in London the following month. The Seafarers' Sectional Conference held in Ostend in October 1955 also considered what could be done to safeguard seafarers against maltreatment in foreign ports.

Arising out of the discussions on the subject, the I.T.F. approached the I.L.O. Referring to the preamble of the I.L.O. Constitution which states that all member-States shall protect the interests of workers when employed in countries other than their own, and to the Philadelphia Declaration of the I.L.O. that all human beings should enjoy conditions of freedom and dignity, the I.T.F. asked that the I.L.O. make an investigation and take the matter up with a view to a convention guaranteeing legal rights and human treatment of seafarers in member-States of the I.L.O. and U.N.

The I.L.O. replied that it had no machinery for dealing with such a matter and suggested that it be pursued through the diplomatic channel. This is the course to pursue in matters affecting two countries only, but

it is still hoped to ventilate the matter on a broader basis at the 1956 and 1957 maritime conferences of the I.L.O., in connection with the question of seafarers' identity documents, and to secure an international instrument providing for certain standards of treatment for visiting seafarers.

### **SEAFARERS' IDENTITY DOCUMENTS**

A proposal on this subject was sponsored by the Seafarers' Group at the J.M.C. session of October 1955, with the result that it has been accepted for discussion at the 1956 preparatory maritime conference and the plenary maritime conference of the I.L.O. which will follow it in 1957.

Seafarers normally deposit their identity documents with the master during their service on board a ship, with the result that they are without means of identification during shore leave in ports, which is calculated to expose them to difficulties in certain circumstances. The intention of the proposal under discussion is that seafarers should be provided with a document issued by national authorities which would be recognized internationally and which seafarers could use for identification purposes, as distinct from travel purposes and the like, in foreign ports.

### **JURISDICTION OVER OFFICERS' COMPETENCY CERTIFICATES**

Cases occur from time to time where ships' officers are involved in marine accidents off the coasts of foreign countries and have to face proceedings before two different sets of courts, once in the foreign country and again in the home country of the ship. The fact that such cases have criminal as well as disciplinary aspects tends to complicate the issue. Seafarers desire to see the latter aspect dealt with separately, in an international instrument ensuring that questions affecting officers' competency certificates shall come within a single jurisdiction, that of the authority which originally issues them.

The Seafarers' Section of the I.T.F. discussed the matter at its conference in Ostend in October 1955 and decided to approach the I.L.O. with the just-mentioned object in mind. At the session of the J.M.C. held in Paris the same month it was unanimously decided, on the proposal of the Seafarers' Group, to recommend the inclusion of the question in the agenda of the 1956/57 maritime conferences of the I.L.O. The Governing Body of the I.L.O., in November 1955, duly acted on the recommendation.

The Secretariat of the I.T.F. is now trying to collect from affiliated officers' unions as much material as possible for presentation to the I.L.O. when the matter comes up for discussion.

### **FISHERMEN'S QUESTIONS**

Owing to the difficulty of finding time for fishermen's affairs at I.L.O. conferences, it was proposed at the last session of the J.M.C. to make room for a fishermen's item, covering three questions, on the agendas of the maritime conferences scheduled for 1956 and 1957. The



shipowners, however, were opposed, on the same grounds that they always oppose the discussion of fishermen's questions on the J.M.C. It was suggested instead that the Governing Body of the I.L.O. should be asked to include the fishermen's questions as an additional item on the agenda for the 1957 general session of the I.L.O. conference, and a recommendation to that effect was made.

But when the Governing Body considered the matter, in November 1955, it decided that the 1957 agenda was in too advanced a stage for the inclusion of fishermen's questions, even as an additional item. It is hoped, however, to give them high priority when the 1958 agenda is drawn up.

### **SHORT SEA TRADES OF NORTH-WEST EUROPE**

This question was raised several years ago by the Swedish Seamen's Union because of the sharp competition which had re-appeared in recent years in the shipping of the region, especially among small ships. Discussions at various regional conferences held under the auspices of the I.T.F. (London, January 1953; Stockholm, March 1953; Copenhagen, June 1953; Hamburg, January 1954) prepared the way for a tripartite committee of the I.L.O. which dealt with the matter in April 1954.

On this tripartite committee, at the initiative of the I.T.F., the seafarers proposed the conclusion of a regional agreement relating to minimum conditions of service, with the view of preventing competition based on differences in seafarers' conditions.

The agreement was to cover ships below a certain tonnage which, as stated, were particularly involved in the competition. Implicit in this was an adjustment of the tonnage limit of Convention No. 93, since this already covered part of the lower tonnage in question. The seafarers' suggestion was that the small ships should be taken out of the convention and dealt with on a regional basis. Both government and shipowners' representatives, however, opposed a solution on regional lines on the grounds of practicability. Instead the idea emerged of raising the tonnage limit of Convention No. 93, as suggested by the seafarers, and subjecting it to a general overhaul, and legislating separately on a general basis for smaller ships, both those excluded from the convention and those of still lower tonnage. Since the small ships of the North-West European region would naturally be covered by such an arrangement, the seafarers agreed to the compromise.

The matter will enter the next, and we hope, decisive stage when the revision of Convention No. 93 is undertaken at the I.L.O. conferences of 1956 and 1957.

### **FREIGHT RATES**

It is known from experience that the social problem of seafarers' wages and working conditions cannot ultimately be solved independently of the economic problem of freight rates. Hence, on bodies such as the

J.M.C., seafarers' representatives have urged the need for parallel action in the economic sphere. The shipowners' representatives, however, on the grounds that the I.L.O. is competent only in the social sphere, would not hear of any pronouncement of the J.M.C. drawing attention to the matter.

The seafarers succeeded in carrying the matter to the already-mentioned tripartite subcommittee of the J.M.C. But there the view also prevailed that the I.L.O. was not competent to make a pronouncement on the economic issue of freight rates.

When I.M.C.O. comes into being it is hoped that this will be the United Nations agency through which economic problems of the shipping industry can be dealt with on an international scale. Pending this development, an approach was made to the Economic Commission for Europe, in the hope that as a regional agency of the United Nations it might be able to do something about the regulation of freight rates in European regional shipping. Informal talks on the subject took place between representatives of the E.C.E., the I.L.O. and the I.T.F., on the occasion of the meeting of the J.M.C. tripartite subcommittee in Geneva, but as the latter concluded that a regional approach was not practicable, the talks were not followed up.

The importance of seeing that the views of seafarers are taken into consideration in I.M.C.O., when established, has already been stressed in the section on that body. We would finally remark on this subject that the connection between the social and economic spheres is to some extent recognized in the draft agreement which already exists concerning interchanges between the I.L.O. and I.M.C.O. when the latter is established.

## RELATIVE WAGE STANDARDS

Greater equality of wages and working conditions between the countries affected by the competition in the short sea trades of North-West Europe was the subject of one of three resolutions adopted on the problem at the I.T.F. Congress of 1950. The other two, as previously recalled, concerned action through the I.L.O. and regulation of freight rates.

As far as wages are concerned, comparisons are complicated by the fact that wage standards in the shipping industry are part of the general wage and economic structure of a country. Consequently comparisons made by converting wages into a given currency at the official rates of exchange do not give a true picture of real wages and are apt to be very misleading. Subject to this qualification, we give the rates of able seamen which were in force at the turn of the year 1955-56 in the following table (which includes cost-of-living allowances and increments in respect of service in the industry, but not seniority increments for service with the same shipowner):

	<i>National Currency</i>	<i>Sterling</i>
		£ s d
Belgium	B. frs. 5,634	40 5 0
Denmark*		
Three-watch ships	D. Kr. 676.50	34 19 0
Two-watch ships	750.—	38 12 0
Finland	FM 22,050	33 19 0
France		
Zone 1	F. frs. 24,810	25 6 0
Zone 2	24,810	25 6 0
Zone 3	26,820	27 8 0
Germany	DM 280.—	23 17 0
Netherlands		
Under 400 GRT	f. 301.90	
400—500 GRT	315.—	
Over 500 GRT	350.—	32 19 0
Norway*	N. Kr. 670.—	33 10 0
Sweden*	S. Kr. 595.—	41 1 0
United Kingdom*	—	31 10 0

\* In these countries wage negotiations in progress or impending.

In all the countries of the region, furthermore, there has been approximation towards the 48-hour week for all classes of ships and all categories of personnel through the granting of compensatory leave for Sundays and holidays spent at sea and hours in excess of eight per day.

### REFUGEE SEAFARERS

This is the question which was down for discussion at one or two sessions of the J.M.C. In 1951 it was urgent because the International Refugee Organization which had hitherto concerned itself with the plight of refugees, seafarers among them, was to be closed down. The office of High Commissioner for Refugees was then created under the auspices of the United Nations, and a convention relating to the status of refugees adopted (July 1951) which contained a provision about refugee seafarers. This was to the effect that in the case of those regularly serving as crew members in ships of a contracting State, that State should give sympathetic consideration to their establishment in its territory and the issue of travel documents to them or their temporary admission to its territory, particularly with a view to establishment in another country.

The J.M.C. in May 1951 adopted a resolution which appealed to governments to take all possible measures to alleviate the lot of refugee seafarers. Enquiries made by the I.L.O. in 1951 and again in October 1953 showed that most of the countries could not under the existing regulations take the desired action. However, they showed great sympathy by granting such facilities as were consistent with security and other considerations. Some governments issued such seafarers with some kind of identity or travel document.

Particularly noteworthy was the initiative of the Netherlands Government which invited eight Western European maritime nations to discuss the problem at a conference held in The Hague at the end of

September 1955. Agreement in principle was reached on a plan for re-settling some eight thousand refugee seamen, most of them from countries behind the Iron Curtain, particularly Poland. Under the plan Belgium, Denmark, France, Germany, Netherlands, Norway, Sweden and the United Kingdom would have to provide some form of permanent protection for the refugee seafarers. A further conference was to be held three months later to draw up the final agreement. This will be basically aimed at supplementing the 1951 convention to meet the special position of seamen, some four thousand of whom were serving on vessels of the eight participating countries. Most of the others served on board vessels registered in Latin America. Almost without exception, the men had no home ashore and were not allowed to enter any country, except for brief leaves.

When the J.M.C. met for its eighteenth session, in Paris in October 1955, a resolution was adopted expressing the hope that positive action would result from The Hague Plan and requesting that a report on further developments be submitted in due course.

### **SEAFARERS' TAXES**

In response to enquiries, the I.T.F. Secretariat supplied several affiliated unions with information about seafarers' taxation. The information indicated on the whole that seafarers do not enjoy preferential treatment in this respect. The question is receiving growing attention in seafarers' circles, especially in the Scandinavian countries where the greatest progress has been made in obtaining satisfactory arrangements for seafarers.

When it was discussed at the conference of the Seafarers' Section in Ostend in October 1955, it was agreed that the question should be studied further nationally before any action was contemplated through the I.T.F.

### **SEAFARERS' AGREEMENTS**

At the Ostend conference of October 1955 the Section expressed the desirability of preparing an international collection of seafarers' agreements in the English language. By the end of 1955 summarized English translations of the ratings' agreements of Denmark, Finland, Germany, Norway and Sweden were available under the title "Documentary Series (Seafarers) 1956".

It is intended to continue the series with the ratings' agreements of other countries and to follow these up with officers' agreements as soon as possible.

### **ESCAPEE SEAFARERS**

The London Congress (1954) adopted a resolution expressing sympathy with seafarers seeking refuge in free countries and urged that they should be given traditional rights of asylum as well as opportunities of employment as far as compatible with security and economic consider-

ations. The resolution was published, with the other resolutions of the London Congress, in the Special Congress Issue of the *I.T.F. Press Report*.

## **REGIME OF THE HIGH SEAS AND TERRITORIAL WATERS**

The London Congress adopted a resolution of the Fishermen's Section on the above subject, which is of considerable interest also to seafarers. There are two aspects, that of navigational rights, which are of primary concern to shipping, and that of rights to natural resources in and over the so-called continental shelf, including fish.

The International Law Commission of the United Nations has had the question under study for some considerable time past and has formulated a number of principles. Those relating to navigation on the high seas are in the main a codification of existing rules, though those concerning the flag which ships are entitled to fly introduce new concepts with an important bearing on the problem of flags of convenience. These articles are to be considered by the next meeting of the member-countries of the International Law Commission, after which they are expected to come before the General Assembly of the United Nations in the spring of 1956.

It was proposed that the I.T.F. and I.C.F.T.U. should make joint representations on the subject. Affiliated seafarers' and fishermen's unions were invited to express their views on the above-mentioned proposals of the International Law Commission. The replies showed that the unions held strongly that the traditional three-mile limit should be maintained. This was reiterated at the conference of the Seafarers' Section in Ostend in October 1955.

A joint declaration was duly made by the I.C.F.T.U. and the I.T.F. on the occasion of the tenth United Nations General Assembly (autumn of 1955) expressing the whole-hearted support for the articles concerning the regime of the high seas proposed by the International Law Commission.

## **SWISS-FLAG SHIPPING**

In view of the extent to which the Swiss flag has become a participant in deep-sea shipping, the position of the crews concerned has been a subject of discussion at various conferences of the Section. The 1952 Congress of the I.T.F. in Stockholm adopted a resolution inviting the Swiss Transport Workers' Union, through a maritime section set up for the purpose, to organize the personnel concerned and to negotiate appropriate wages and conditions for them with the owners.

When the matter was reviewed at the conference of the Section held in Geneva in April 1954, a programme to ensure effective organization and collective bargaining was agreed upon with representatives of the Swiss union. In the intervening period reports have been received from time to time indicating that the Swiss union is satisfied with the results achieved.

## SECTIONAL COMMITTEE AND OFFICERS

At the London Congress T. Yates (British National Union of Seamen) was elected Chairman of the Section for the next two years; D. S. Tennant (British Navigators' and Engineer Officers' Union) was elected Vice-Chairman.

At the end of 1955 the composition of the Committee of the Section was as follows:

Chairman:	T. Yates (UK, Ratings)
Vice-Chairman:	D. S. Tennant (UK, Officers)
Australia:	J. Tudehope (Officers and Ratings)
Belgium:	R. Dekeyzer (Ratings) and W. Cassiers (Officers)
Denmark:	S. From Andersen (Ratings)
Estonia:	E. Kuun (Officers) and N. Metslov (Ratings)
Finland:	N. Wälläri (Ratings) and E. R. Einar (Officers)
France:	J. Philipps (Ratings) and G. Gendron (Officers)
Germany:	H. Hildebrand (Officers and Ratings),
Greece:	M. Petroulis (Officers), D. Benetatos (Ratings) and P. Kalapothakis (Substitute)
India:	D. Desai (Ratings), A. M. K. Serang (Substitute)
Ireland:	D. Branigan (Ratings)
Israel:	E. Sittenfeld (Officers and Ratings)
Italy:	U. Romagnoli (Officers) and L. Mucci (Ratings)
Japan:	Y. Nabasama (Officers and Ratings)
Netherlands:	P. de Vries (Officers) and A. de Boon (Ratings)
Pakistan:	M. A. Khatib (Ratings)
Norway:	I. Haugen (Ratings) and N. Nilsen (Officers)
Poland:	J. Krainski (Officers and Ratings)
Sweden:	J. Svensson (Ratings) and Harry Lycke (Officers)
Switzerland:	E. Hofer (Officers and Ratings)
United States:	J. Hawk (Ratings)

At the Section conference held in Ostend in October 1955 the desirability was expressed of all affiliated countries exercising the right to name an officers' and ratings' member to the Committee, even in cases where for one reason or another they were not able to attend all its meetings. This was communicated to all affiliated seafarers' unions by circular; nevertheless there are still a number of vacancies on the Committee.

### *Special Seafarers' Section*

Again it is necessary to state that the number of ships registered in Panama, Liberia and similar countries continues to grow. By the end of 1955 they were around 9 million gross tons which is an increase of more than 2 million tons since the last report. All categories of merchant ships are included. The combined fleet registered in Liberia, Panama, etc., is now the third largest group of shipping in the world and represents approximately 9 per cent of the world's total merchant shipping.

Registrations have increased at such a rate in Liberia that that country has now taken the place of Panama as the nation with the fourth largest amount of merchant ships.

A striking feature of this continued increase of registrations in these countries is the increase in the amount of new tonnage so registered. This now amounts to more than 50 per cent of the tanker tonnage and 15 per cent of the non-tanker tonnage. Altogether approximately one-third of the tonnage is less than six years old. Press reports indicate that Greek ship-owners have building in Japan half a million gross tons for the Liberian and Panamanian flags. Such reports also state that Greek shipowners have on order in Japan a total of 3 million gross tons and it must be presumed that a large part of this will be registered in Liberia or Panama.

The increased amount of new tonnage being registered in these countries is an indication of the benefits to be derived by owners willing to take advantage of the favourable fiscal arrangements which are inherent in such registrations. The meagre amount of taxation they are called upon to pay allows them to accumulate funds for building new tonnage at a greater rate than shipowners whose ships are registered in recognized maritime countries and so to increase their competitive power.

### I.T.F. ACTIVITY

In its activities in connection with these ships the I.T.F. Special Seafarers' Section continues to operate the policy which was laid down at the Biennial Congress in Stockholm in 1952. It might be useful to recall that this policy calls for the conclusion of collective agreements covering the wages and working conditions of seafarers serving in the ships on the basis that where the majority of the crew are of one nationality the wages and conditions to be applied would be those contained in the national agreements of that country, except that in no case would they be less than the wages and conditions provided by the British National Maritime Board's agreements. Mixed crews would have the British National Maritime Board's agreements. In addition, shipowners would be required to make contributions to the International Seamen's Welfare Fund ; and also there would be arrangements for union membership.

The International Fair Practices Committee, which comprises dockers' and seafarers' representatives, and which supervises the Special Section activities was reconstituted at the London Congress. The following are the names of the Committee members :—

Seafarers		Dockers	
T. Yates	(U.K. Seamen)	A. Bird	(U.K.)
W. Cassiers	(Belgium)	R. Dekeyzer	(Belgium)
I. Haugen	(Norway)	A. Flenström	(Sweden)
P. de Vries	(Holland)	R. Laan	(Holland)
D. S. Tennant	(U.K. Officers)	A. Nicolaisen	(Germany)
H. Hildebrand	(Germany)	O. Becu	(I.T.F.)

T. Yates and A. Bird—Joint Chairmen.

The Committee has met together on three occasions during 1954 and 1955 to review the general activities and to make recommendations where necessary. The most important of the recommendations now accepted as policy, is that the activity of the Special Section will be directed to any Panlibhonco ship which is without agreements in accordance with the I.T.F. policy.

These policies were reaffirmed at Seafarers' Sectional Conferences, at Dockers' Sectional Conferences, and at Joint Conferences of Dockers and Seafarers, which were held during the years 1954 and 1955. At each of these Conferences resolutions were adopted expressing the determination of seafarers and dockers to continue with their activities.

### **BOYCOTTS ARE NECESSARY**

I.T.F. allegations that shipowners register their ships under these flags primarily because of the pecuniary gain to be obtained, is borne out by the fact that in spite of approaches to a great number of these shipowners in an effort to conclude agreements with the I.T.F. for the protection of the seafarers they employ, there has been no response in the majority of cases. These same shipowners, while ignoring attempts to reach amicable settlements, always pretend to have extreme surprise when one of their ships is the subject of boycott action by affiliated unions in support of I.T.F. policy. On these occasions invariably the owners state that if they had previous knowledge, they would have raised no insuperable difficulties to the conclusion of agreements, conveniently forgetting the mass of publicity on this subject disseminated by the I.T.F., as well as in many cases the approach made by the Special Section to the individual shipowner.

Because of the above outlook, it has been necessary during 1954 and 1955 to apply boycott action, although in I.T.F. circles as well as in the circles of affiliated unions, it is recognised that seafarers' and dockers' livelihoods are dependent upon the regular operation of ships.

In one case of boycott, the shipowners, through the National Employers' Organization in the country where the boycott applied, gave undertakings immediately to enter negotiations for the appropriate agreements if the boycott was lifted. On this basis all concerned agreed to this course and work was immediately resumed on the ship both by the transport workers who were discharging the ship and the metalworkers who were doing repairs. Although several attempts were made from the union side to get on with the negotiations, it was necessary after some hours of fruitless endeavour to inform the employers that in the absence of definite arrangements being made for negotiations to begin by a given time, boycott action would again be applied. There were still stalling attempts and it was evident to the unions that the shipowners hoped for the stalling to continue sufficiently long to enable the ship's discharge and repairs to be completed so that the ship could sail from the port. Therefore, in spite of the unions' desire to meet the shipowners halfway, direct action had again to be imposed and work on the ship stopped a second time before agreements could be concluded.



In another case the same technique was initiated by the shipowners. On this occasion again once work on the ship had been resumed the shipowners through their representative began to stall hoping to gain sufficient time for the ship to complete discharging and sail unhindered. In this case, however, profiting by past experience, the shipowners were immediately given a time limit in which to make up their minds. With as good grace as possible they conformed with the requirements within the specified time, so that it was not necessary to apply boycott action the second time.

Arising out of one case of boycott, the affiliated unions which applied the action are being sued for damages by the shipowners. This action does not in any way alter the attitude of those unions to applying boycott action when the operation of I.T.F. policy demands it. They are still as determined as ever to play their part in seeing that the policy is applied.

On the other hand, during the period covered by the report it has been possible to negotiate the appropriate agreements direct with some shipowners without any recourse to disturbing action or indeed threats of action. These owners, during negotiations, have expressed themselves to the effect that they wished to apply reasonable wages and conditions and they had no objection to entering into collective agreements for this purpose. It was, therefore, possible to conclude negotiations to the satisfaction of both sides.

As a result of the general activities both on the basis of normal negotiation and through boycott action, the number of agreements conforming to the Stockholm policy continues to grow. Most shipowners who have ships covered by I.T.F. agreements operate the terms of the agreements and no major difficulties have arisen. In the isolated cases where the owners have attempted to ignore the terms of the agreements, the difficulties have been put right after approaches to the company have been made.

It is evident from the experience gained in operating the Stockholm policy over the last two years that the increase in the number of agreements bears some relationship to the amount of decisive action applied by I.T.F. affiliated unions. In one case after boycott had been applied, shipbrokers concerned in the chartering of ships made enquiries to I.T.F. Headquarters to ascertain whether or not certain ships would be subject to action.

The above indicates that, first, shipowners, by and large, have chosen to ignore friendly attempts to reach agreements ; and, second, because of this it is necessary to apply coercive action. It also shows that progress is being made in bringing some regulation into the operation of these ships.

### **CONDITIONS ON BOARD**

The large proportion of new tonnage amongst the ships registered in the traditionally non-maritime countries has been referred to earlier. These ships, of course, are built to modern standards. What conditions on board will be like in a few years' time remains to be seen.

The remaining two-thirds of this tonnage as far as amenities and maintenance are concerned has benefited greatly as a result of continued I.T.F. activity, and it can be said that the conditions in these ships are now much improved from what generally was the case before the I.T.F. intensive campaign commenced.

As far as the treatment of personnel is concerned, it can also be said that as a result of the I.T.F. activity and interest there do not arise the glaring anomalies in the treatment of individuals as was previously more or less common practice. There still, however, arise cases where shipowners attempt to evade international standards of compensation and these are vigorously taken up either directly from the I.T.F. or through affiliated unions. As a result of such actions appropriate settlements are obtained for the seafarers concerned.

One case involved the whole Greek crew of a Panlibhonco ship who were discharged because the ship was changing ownership. The owners made an offer to crew members for compensation because their employment was terminated before the expected date, but the offer was less than normal practice. The crew contacted an I.T.F. regional office and as a result of subsequent representation all claims were properly settled to the great satisfaction of all crew members.

### GROWING INTEREST

Perhaps one of the most heartening developments during the years 1954/55 in connection with this problem is that there has been a growing interest in the subject outside I.T.F. circles. There have been declarations made by individual shipowners which express concern regarding the ultimate effect of the increasing competition of this big fleet on their own trading activities. One such was made by the President of the British Chamber of Commerce in January 1956 when he said to a meeting of Insurance experts, "It [flags of convenience] is, however, a very important problem to which everyone who has the interest of British shipping at heart is giving serious thought".

Apart from the individual declarations, there is also now interest being shown through the shipowners' international organization. It is to form the subject of a special study and report by the International Chamber of Shipping.

The initiative was taken by the I.T.F. in widening the circle of interest when it requested that the Director-General of the I.L.O. have the subject of flag transfers placed on the agenda of the Joint Maritime Commission. As a result, the subject was discussed on an international level between the shipowners' and seafarers' representatives at the meeting of the Joint Maritime Commission held in Paris in October 1955. It was there decided to recommend that the Director-General of the I.L.O. include the item on the agenda for the preparatory Maritime Conference to be held in 1956 and also that he should send a questionnaire to governments asking for information on the subject.

Thus the I.T.F. continued activity and persistent publicity during the years 1954/55 have resulted in the recognition of the problem by influential outside sources, and it is hoped that this widening of the basis of interest will help towards bringing a solution.

### **NEW YORK OFFICE**

Because of the increased interest in the problem in the United States, a special office was opened in New York in June 1955 in order to co-ordinate the activities of the Special Section on the North American continent with the activities being pursued in Europe. The office is under the direction of the I.T.F. representative in New York. Agreements have been negotiated and crews organized as a result of this development. The New York office works in close collaboration with the I.T.F. affiliated U.S. seafarers' unions who are in full support of the campaign.

### **CONTINUATION**

It is quite plain that the continued and determined activity of the I.T.F. and affiliated dockers' and seafarers' unions is having success not only regarding direct regulation of wages, working conditions and trade union organization in these ships, but, during the years 1954/55 has been primarily responsible for widening the scope of the interest shown in the subject on to the level of almost all engaged in international shipping in the traditionally maritime countries. At the beginning of the period, very little, if anything, was heard from sources outside the I.T.F. which referred to either these ships or the seafarers who served in them. But increasingly during the course of the two years, voices of individual ship-owners, shipbrokers, sections of the shipping press, and others connected with shipping, together with the collective voices of various representative shipping organizations, national and international, were raised in protest against the effects of the continued growth of shipping operating under these flags. Thus general shipping opinion now seems to share the views on this subject expressed by the I.T.F. so consistently ever since the last war.

### ***Dockers' Section\****

During the period under review the following meetings and conferences of direct interest to the Dockers' Section took place :

#### **SECTIONAL CONFERENCE, GENEVA, 12-13 FEBRUARY 1954**

This was a plenary conference of the Section and was attended by delegations from Belgium, Finland, Germany, Italy, the Netherlands, Norway, Sweden and the United Kingdom. The Scandinavian Transport Workers' Federation was also represented.

The agenda was as follows : (1) Report of the Secretariat, which among other questions dealt with : port inspection services, dust resulting from the handling of grain, limitation of loads carried by one man ; (2) The Inland Transport Committee of the I.L.O. ; (3) Welfare facilities for dockers ; (4) Dock decasualization schemes ; (5) Safety of dock work ; (6) Dockers' retirement pensions ; (7) Holidays exchange scheme.

\* Other items of interest to the Dockers' Section will be found on pages 26, 36, 38, 40, 43, 45, 46, 49, 137, 141.

Training schools for dockers and mechanization of dock work were two additional items broached during the conference. All these questions are dealt with separately under their respective headings.

### **I.L.O. INLAND TRANSPORT COMMITTEE (FIFTH SESSION), GENEVA, 15-27 FEBRUARY 1954**

Questions concerning road transport and the docks industry constituted the agenda of the fifth session of the I.L.O. Inland Transport Committee. I.T.F. unions were strongly represented both on the delegations, thirty-two in number, and on the sub-committees set up to deal with the two industries.

On the sub-committee on dockers' questions sat representatives of I.T.F. dockers' unions from Belgium, Canada, Denmark, Finland, Germany, Greece, Italy, Japan, Norway, the Netherlands and Sweden, and these, under the leadership of the General Secretary of the I.T.F., played a major role.

The following are the dockers' questions which were dealt with by the sub-committee: (1) dockers' welfare facilities, (2) protection against dust resulting from handling grain, (3) limitation of the weight of loads carried by one man, (4) marking of loads to show their weight, (5) competition between continental North Sea ports. The decisions taken on these questions will be found under the respective headings below.

### **SECTION CONFERENCE, LONDON, 19-20 JULY 1954**

This was the usual conference of the Section, held in connection with the Congress of the I.T.F., to review the activities of the preceding two years. The questions covered by the report of the Secretariat, which was approved, are dealt with separately below.

The conference adopted two resolutions, which were subsequently endorsed by the Congress. The first listed a number of points for inclusion in an international programme to be formulated for the Section at a future conference. The second promised support to the Bombay Dock Workers in their attempt to secure a more adequate port labour scheme conforming to the principles formulated by the I.L.O.

The Section elected a new Committee for the next two-year period and chose R. Dekeyzer, President of the Belgian Transport Workers' Union, as its Chairman.

Besides the Sectional Conference, there was a joint conference between the Dockers' and Seafarers' Sections to discuss the problem of the drift of shipping to the flags of countries like Panama and other non-maritime countries, with special reference to repercussions on safety of work, labour standards, and other matters, in both the waterside and the maritime industries. The question is the subject of a special section of this report.

**I.L.O. COMMITTEE OF EXPERTS ON THE SAFETY OF  
DOCK WORK,  
GENEVA, 26 APRIL-6 MAY 1954**

This Committee was set up by the I.L.O. as a result of representations of the I.T.F., to deal with proposals for revising Convention No. 32 (1932) concerning the protection of dockers against accidents. The proposals before the Committee were in the main those put forward by the I.T.F. in pursuance of the proposals on safety contained in the programme adopted at the Oslo Congress of 1948.

Composed of experts of whom six were drawn from the Governments of France, Germany, Italy, the Netherlands, Sweden and the United Kingdom, one from the International Shipping Federation, and one from the I.T.F., the Committee did the first work on an international code of practice for dock work. It will be continued at a second meeting of experts to be held in the latter part of 1956.

Brother Arthur Bird of the British Transport and General Workers' Union acted on behalf of the I.T.F. on the 1954 Committee. Further information about the position reached with the I.T.F. programme on the safety of dock work will be found under that heading.

**PRELIMINARY REGIONAL DOCKERS' CONFERENCE,  
HAMBURG, 4 FEBRUARY 1955**

This conference was held in preparation for the regional conference of the Dockers' Section which took place in Amsterdam later the same month. Representatives from the dockers' unions of Belgium, Germany and the Netherlands attended and agreed the outlines of the documents and proposals to be laid before the Amsterdam conference.

**REGIONAL DOCKERS' CONFERENCE,  
AMSTERDAM, 21-23 FEBRUARY 1955**

In pursuance of decisions taken at the conference of the Dockers' Section held in Geneva in February 1954 and in London, during the Biennial Congress, in July 1954, a regional conference was convened in Amsterdam on the above-mentioned dates for the purpose of revising the programme of regional objectives which had been drawn up at Antwerp in August 1946.

The dockers of Belgium, France, Germany and the Netherlands were represented. A new regional programme was formulated aiming at greater uniformity of labour standards in the ports of the region, limitation of working hours to 40 per week, trade union participation in the administration of port labour schemes, regional coordination of the port industries. Further details are given in the section "Inter-port competition" of this report.

## **JOINT DOCKERS' AND SEAFARERS' CONFERENCE, LONDON, 8 JULY 1955**

In pursuance of a resolution adopted by the General Council of the I.T.F. in Helsinki in June 1955, a joint conference of dockers' and seafarers' unions concerned was convened as above to discuss the possibility of supporting an action of some five hundred exiled Polish seafarers to enforce claims for war service gratuities, outstanding since 1945 and totalling something like £85,000. The conference adopted a statement reaffirming solidarity with the Polish seafarers and appealing to international public opinion. As related in more detail elsewhere in this report the action was very successful, after a Polish ship had been detained for some forty-five days in the port of Antwerp pending proceedings in the Belgian court.

The joint conference, also at the request of the Helsinki General Council meeting, dealt with complaints about maltreatment of seafarers in ships visiting ports of Communist and dictatorial countries. Endorsing the resolution of the General Council, which had meanwhile also been supported by the Scandinavian Transport Workers' Federation, the joint conference approved the efforts of the I.T.F. to bring the matter before the I.L.O. and promised to back them by means of publicity in union journals and by supplying the I.T.F. with as much evidence as possible on the subject.

Two other matters discussed were a strike action with which the Estonian Seamen's Union was faced at the time and the implications of unofficial strike movements which had occurred in certain European ports. After an exchange of information, conclusions were reached regarding the steps to be taken.

### **PORT INSPECTION SERVICES**

After the Secretariat had reported on the matter to the conference of the Dockers' Section held in Geneva in February 1954, a further enquiry was addressed to affiliated dockers' unions in order to obtain information about the practice existing in different countries with regard to the inspection of the safety of dock work.

Information was received from Belgium, Germany, Greece, the Netherlands, India, Sweden and the United Kingdom. This will be incorporated in a report for submission to a meeting of the Committee of the Dockers' Section which it is hoped to hold before the Vienna Congress.

### **DUST RESULTING FROM THE HANDLING OF GRAIN**

In the report to the last I.T.F. Congress for the years 1952/53 reference was made to the enquiry which the I.L.O. had made, in pursuance of a resolution of the 1951 session of the Inland Transport Committee, into the harmful effects upon dockers of dust resulting from the handling of grain. Unions had been informed of the findings of the I.L.O. and requested to watch the response of governments to the recommendations which were made.

When the matter was discussed at the conference of the Dockers' Section in Geneva in February 1954, the need to protect dockers against dust resulting from handling grain, especially in the confined spaces of ships' holds and warehouses, was re-emphasized. It was urged that the problem could be mitigated by action at the loading end, as often a lot of unnecessary dust was present in the grain at the time of shipment.

In pursuance hereof, at the fifth session of the Inland Transport Committee of the I.L.O. which took place immediately afterwards, the Workers' Group, led by representatives of I.T.F. unions, secured the adoption of a resolution which invited governments to keep a close watch on this health risk through labour inspection and medical authorities in ports, emphasized that the risks of handling grain were in some cases much aggravated by unnecessarily large quantities of dust in these cargoes, and drew attention to the desirability of remedial action at the loading end.

### **MAXIMUM LOADS TO BE CARRIED BY ONE MAN**

As known, this question is kept under constant review by the Secretariat of the I.T.F. Reports to Congresses deal regularly with the efforts to realize the dockers' proposals on this subject.

That the carrying of excessive loads is still a serious problem in the dock industry, in spite of mechanization, which does not solve the difficulty of handling heavy loads in places such as ships' holds, was again stressed at the February 1954 conference of the Dockers' Section. Ultimately the solution depends on action taken at the loading end and therefore requires an international approach. Attention must also be paid to the packing of loads, as defective packing in the case of substances such as carbon black exposes dockers to serious risks.

At the fifth session of the Inland Transport Committee of the I.L.O., held in Geneva just afterwards, the representatives of I.T.F. unions secured the adoption of a resolution which asked the I.L.O. to collect from governments and medical organizations evidence on the extent and the harmfulness of carrying excessive loads, to publish the results of its enquiries, and to consider placing the question on the agenda of the most appropriate session of the I.L.O. conference. It may therefore be expected that the question will be carried an important step forward when the fact-finding is sufficiently advanced.

### **INTER-PORT COMPETITION**

The question of the rivalry between the ports on the continental coast of the North Sea and English Channel, and the threat it constitutes to the working conditions of the dockers concerned, has often recurred in the Dockers' Section of the I.T.F.

Attempts to deal with it before the last war already were resumed after the war both in the I.T.F. and the I.L.O. As far as the latter is concerned, at successive meetings of the Inland Transport Committee the Workers' Group urged that the I.L.O. make an investigation, convene a tripartite North Sea ports conference, and promote the conclusion of regional agreements on minimum working conditions for dockers.

Resolutions to the effect were adopted, the last occasion being the fifth session of the Inland Transport Committee held in Geneva in February 1955, but since the governments of the three main countries concerned—Belgium, Germany and the Netherlands—were opposed to the proposed tripartite conference, on the grounds, among others, that the matters to be discussed would largely fall outside the social sphere, there was little prospect of the conference materializing.

Within the I.T.F. the problem has been approached by means of regional dockers' conferences. At the first of these since the war, held in Antwerp in August 1946, a regional dockers' programme was adopted. Among the objectives formulated were a minimum wage, the forty-hour week, guaranteed wage and regularity of employment, payment for public and annual holidays, adequate overtime rates. A substantial part of the programme was realized in the post-war evolution of dockers' conditions, but differences in respect of wage levels and particularly in the number of hours worked continued to prevail. Consequently, at various dockers' conferences of the I.T.F. the need was urged of drawing up a new programme as the basis of regional action.

In pursuance hereof, a regional dockers' conference was held under the auspices of the I.T.F. in Amsterdam in February 1955, after the ground had been prepared by inter-union talks held in Rotterdam, Antwerp and Hamburg, and a preliminary conference of the I.T.F. in Hamburg. A new programme of action was adopted which whilst dealing also with matters such as decasualization, co-management, regional integration—the question of the minimum wage being dropped completely as impracticable in the present-day situation—placed the main emphasis upon working hours; the participating unions affirmed their intention to bring about the limitation of working hours to forty hours.

The Amsterdam conference recognized that the situation existing in the ports of the countries concerned differed very considerably, and that consequently there should be as much flexibility as possible in carrying out the programme. In some cases there is a strong preference for a long week-end, elsewhere particular importance is attached to the short working day. Above all it was recognized that the question of hours should not impair the productivity of the ports. Accordingly it was agreed that in applying the principle of the forty-hour week it would be optional to average hours over a fortnight, to base hours on a five-day week or on a seven-day week, to operate a round-the-clock shift system or a system of normal working days provided that certain essential principles were observed and provided that national preferences were respected as much as possible:

- (1) Week-end gangs should be limited to the number necessary for urgent work, they should be subject to special agreement between the employers and the men, and the work performed should count towards the forty hours per week.
- (2) Work outside normal hours, before 8 a.m. and after 5 p.m., should be limited as much as possible, it should be properly compensated by higher pay or shorter hours, and it should be fairly shared according to local usage.



- (3) In no case should the period of rest between two full days' work be less than twelve consecutive hours.
- (4) Overtime would be permitted in exceptional cases, but should be limited to say two hours to finish a ship or to perform emergency work.

The Amsterdam conference set up a subcommittee of four members to follow up the programme which was adopted. A meeting of this subcommittee is scheduled to take place early in 1956 to consider the progress made with the realization of the programme. A manifesto explaining the Amsterdam regional programme was published in the I.T.F. Journal for April 1955.

### **MARKING OF WEIGHTS ON LOADS**

At the Geneva conference of the Dockers' Section (February 1954) the Swedish representatives drew attention to the need for stricter observance of the International Convention which required that the marking of loads to show their weights should be done at the loading end. It was decided to raise the matter at the session of the Inland Transport Committee of the I.L.O. due to be held immediately afterwards.

When the Inland Transport Committee met it duly adopted a resolution asking that the effects on the overloading of lifting appliances of any failure to mark loads to show the correct weight should be considered by the I.L.O. Committee of Experts on the Safety of Dock Work which was due to meet shortly afterwards. The latter committee, meeting the following April, found that failures of the kind mentioned were infrequent due to the fact that the weights of heavy packages were usually marked and that crane operators and dockers usually refused to handle heavy loads of unknown weight. The committee stressed the value of automatic overload devices on lifting appliances other than derricks. Taking note of the fact that the Convention in question had forty ratifications, the committee agreed that it should be ratified by as many countries as possible and strictly applied.

### **SAFETY, HYGIENE AND WELFARE OF DOCK WORK**

In Oslo in 1948 the I.T.F. adopted a detailed programme which contained a number of proposals relating to the safety, hygiene and welfare of dock work. This programme was in the years which followed taken up with the I.L.O. with a view to revising the existing Convention on the protection of dockers against accidents, which had been adopted in 1929 and revised in 1932.

The Oslo proposals fell into two sections, one concerning matters related to the safety of dock work, the other matters related to hygiene and welfare facilities. The former proposals, to which four more were added by the Dockers' Sectional Conference of February 1954, were eventually dealt with by an I.L.O. Committee of Experts on the Safety of Dock Work, and led to the preparation of an international code of practice for the dock industry. This code is to come before a second Committee of Experts in the course of 1956, after which it will be dealt with by an I.L.O. conference. The other Oslo proposals, concerning hygiene and welfare, were dealt with by the fifth session of the Inland Transport

Committee of the I.L.O. The resolution and declaration adopted by this I.L.O. body on the subject meant the virtual fulfilment of this part of the Oslo programme.

Details of the results achieved on the two I.L.O. bodies mentioned, the Committee of Experts and the Inland Transport Committee, were given in the annex to circular No. 63/D10 of 27 December 1955.

## **DECASUALIZATION OF DOCK LABOUR**

The third session of the Inland Transport Committee (Brussels, 1949) adopted a comprehensive resolution which recommended principles concerning port registration schemes for international adoption. In connection with plans for drawing up a new programme of work for the Dockers' Section, unions have been invited to assess to what extent the Brussels principles have been incorporated in national dock labour schemes.

At the Dockers' Sectional Conference of February 1954 two features of dock labour schemes were particularly stressed. One was the importance of adequate trade union participation, at the different levels, in the supervision and control of such schemes and of departments of port administration connected with them. The second concerned the financing of port labour schemes. It was agreed that there should be uniformity between countries, especially where ports are in competition with one another, in the matter of financing port labour schemes by the state or by the industry itself. The London (1954) Congress adopted a resolution which, among other things, called for a guaranteed minimum monthly wage financed by employers' contributions or a levy upon goods handled by the industry.

## **RETIREMENT PENSIONS AND SOCIAL SECURITY**

On the occasion of the Dockers' Sectional Conference of February 1954 a survey was presented of the provisions made for dockers' retirement pensions both under general statutory schemes and special schemes for the dock industry. The survey covered Belgium, Finland, France, Germany, Greece, Netherlands, Norway, Sweden and the United Kingdom.

The conference agreed that workers having been employed regularly in an industry for a number of years were entitled to old age provision over and above the statutory provision, and that the inclusion of the principle should be considered when drawing up an international programme for the Dockers' Section at a future date.

On the same occasion a discussion took place on the question of dockers' social security generally. Provision under this heading is made partly by general social security schemes, partly by dock labour registration schemes, and partly by voluntary insurance. The already-quoted London resolution mentioned invalidity pensions related to the heavier physical demands of dock workers among the points for inclusion in the Section's international programme.

## HOLIDAY EXCHANGES AND STUDY TOURS

At the Geneva dockers' conference a discussion took place on the possibilities of schemes under which dockers in different countries could spend holidays abroad on the basis of either home-to-home exchange or hostel accommodation. After an enquiry had been made of affiliated dockers' unions by the Secretariat, those of Belgium, Netherlands and the United Kingdom expressed interest in the matter and were put into touch with one another, in order that the necessary arrangements be made directly. Other unions were also prepared to cooperate in assisting dockers holidaying in their countries, but did not wish to take part in exchange schemes of the kind envisaged.

Upon enquiring whether the U.N.E.S.C.O. scheme for promoting exchanges of workers for educational and cultural purposes or for improving their occupational knowledge could be utilized in connection with the above suggestions, we learned that the scheme was essentially intended for educational travel. Under the U.N.E.S.C.O. scheme members of I.T.F. unions have taken part in study tours to various countries, and applications from dockers' unions for travel grants under the scheme are assured of sympathetic consideration, but as stated, grants are not available for holiday travel.

## PRODUCTIVITY AND MECHANIZATION

The mechanization of dock work has been broached at dockers' conferences of the I.T.F. on various occasions. The last one was at the Sectional Conference of February 1954 during the discussion on maximum loads to be carried by one man. Though mechanization has made great strides, it was stated, it did not solve the difficulty of handling heavy loads in confined spaces, such as ships' holds. As stated in the report to the London Congress, the attitude of the Section towards mechanization of dock work is favourable in so far as it is calculated to lighten the work and to increase productivity, and not to deprive dockers of their livelihood. Besides, dockers' unions insist their voice should be heard in developments of this kind.

The question of the productivity of dock labour is being proposed as an item of discussion for the next (sixth) session of the Inland Transport Committee. Provided it is understood that the function of the I.L.O. is to deal with social questions and not technical questions, we think dockers' unions will welcome such a discussion. Whereas employers are wont flatly to oppose the I.L.O. dealing with any question which is not strictly social, workers take the view that there are questions where the social and the non-social aspects overlap, and that the I.L.O. or at least joint machinery in which the I.L.O. participates, is competent to deal with them to that extent. Relating this to the question of the productivity and mechanization of dock labour, it would seem to be eligible as an agenda item for the I.L.O. Inland Transport Committee, provided not only actual methods of work, but also the social aspects, such as working hours, shift hours, composition of gangs and the like, are regarded as coming within the terms of reference.

At the Sectional Conference of February 1954 the Norwegian union requested that the question of the mechanization of dock work should be discussed by a conference of the I.T.F. This has duly been noted for the future programme of the Section.

### **TRAINING OF DOCK WORKERS**

At the conference of the Dockers' Section held in Geneva in February 1954 an exchange of views took place on the question of training dock workers. In the Netherlands, where particular attention is devoted to the matter, the training school existing in Rotterdam is a model of its kind.

Opinion differs, however, as to the best methods of training, and in some countries practical experience in the industry is considered the best school. The United Kingdom representative pointed to the connection between training and retirement and urged the need for supplementary retirement pensions for dockers as an essential corollary to training schools.

### **NEW PROGRAMME FOR THE SECTION**

The desirability of drawing up a new international programme for the Dockers' Section was among the conclusions of the Sectional Conference of February 1954. The Dockers' Sectional Conference held during the London Congress of July 1954 concurred and adopted a resolution which at the same time put forward some proposals for consideration when drawing up the programme : (1) guaranteed minimum monthly wage financed by employers' contributions or a levy upon goods handled by the industry ; (2) annual holidays with pay ; (3) retirement pensions at the age of sixty ; (4) invalidity pensions related to the heavier physical demands of dock work.

Towards the end of 1955, when existing programmes were considered to have been carried to a sufficient stage of achievement, the Secretariat issued a circular in pursuance of the above instructions. The circular recalled the stages reached with the various programmes from the international point of view, invited unions to assess the extent to which these desiderata had been realized nationally, and finally requested them to submit proposals for inclusion in a new international programme. It is hoped to hold a meeting of the Dockers' Sectional Committee before the 1956 Congress to give preliminary consideration to the question.

### **SECTIONAL COMMITTEE**

At the Sectional Conference held during the London Congress of July 1954 the following were elected to constitute the Committee of the Section : R. Dekeyzer (Belgium), E. Borg (Denmark), M. Kitunen (Finland), G. Piquemal (France), H. Hildebrand (Germany), A. Thiopoulos (Greece), P. D'Mello (India), A. Maffei (Italy), R. Laan (Netherlands), K. Kjönksen (Norway), N. Peterson (Sweden), and Arthur Bird (United Kingdom).

R. Dekeyzer of Belgium was elected Chairman of the Dockers' Section for the ensuing period. The Committee did not meet during the period under review.

## ***Railwaymen's Section\****

At the Section Conference held in conjunction with the 1954 Congress, the Secretariat was urged to plan its work in such fashion that the needs of the Section were more fully covered. It was further urged that the Section Committee meet at least twice a year.

Early in 1954 Brother Fritz Braun was appointed assistant to the Secretary of the Railwaymen's Section.

### **THE SECTION COMMITTEE**

The Committee elected at the Conference held in conjunction with the 1954 Congress was composed as follows :

Austria	R. Freund.
Benelux	G. Devaux.
Germany	F. Berger (deputy K. Weiss).
France	R. Degris.
Great Britain	J. S. Campbell.
Scandinavia	H. Blomgren.
Switzerland	H. Düby.
Tunisia	M. L. Benghozzia.

Brother G. Devaux was unanimously re-elected Chairman of the Section.

Brother Benghozzia had to withdraw from the Committee shortly after the Congress, having been compelled by ill-health to resign his office as General Secretary of the Tunisian Railwaymen's Federation.

The Committee met in October 1954 and in March 1955. Both meetings were in the main devoted to preparing for the Section Conference in Berne in September 1955.

### **RELATIONS WITH INTERNATIONAL GOVERNMENTAL AND NON-GOVERNMENTAL ORGANIZATIONS**

At the meeting held on 21-23 March 1955 in Paris, the Section Committee received and studied a full report on all international governmental and non-governmental organizations and the relations which the I.T.F. maintained or could maintain with them.

The Committee approved the report and declared that it should be the duty of the Secretariat to select the international bodies to whom resolutions or decisions of the Railwaymen's Section should be transmitted.

On this occasion the Committee had an interview with the General Secretary of the U.I.C. (International Union of Railways) and his assistants. The contact was cordial and the exchange of views showed that to the extent there was scope for discussions of matters of common interest, cooperation between the U.I.C. Secretariat and the I.T.F. Secretariat would, as a rule, suffice and at all events always be gladly agreed to.

\* Other items of interest to the Railwaymen's Section will be found on pages 26, 35, 36, 37, 39, 40, 44, 45, 49, 141, 142.

## **INTERNATIONAL RAILWAYMEN'S CONFERENCE, BERNE, 14-17 SEPTEMBER 1955**

The Berne Conference was attended by eighty-seven delegates representing thirty-three affiliated organizations from fifteen countries. Two non-European countries were represented : Tunisia and Nigeria.

The conclusions and decisions were as follows :—

### **Strengthening of Free Trade Unions**

The Conference noted with approval the special steps taken by the I.T.F. to assist free transport workers' unions in countries where they encounter extraordinary difficulties, and the help afforded to struggling organizations in the underdeveloped countries of the world.

It requested the Secretariat to give this problem careful and special consideration and to report what kind of assistance is most needed and how the needs can best be met. The matter should be studied in consultation with the I.C.F.T.U. with a view to coordinating the efforts of that body with those of the I.T.F., and thus ensuring that the maximum assistance shall be afforded.

### **Coordination of Transport**

Brother Campbell, General Secretary of the British National Union of Railwaymen, submitted a detailed report on the above subject, which suggested that the following principles were necessary for a sound transport policy :

- (i) Transport must be a servant and not a usufructuary of the national economy.
- (ii) The aim of the authorities organizing and supervising transport should be solely to serve the public interest.
- (iii) Demand and supply of transport means and services should be in equilibrium and different means of transport should complement one another.
- (iv) All transport undertakings should fulfil their tasks in accordance with rules applicable to a public service.
- (v) All means of transport and all transport undertakings should accept equal or equivalent obligations towards their own employees, the State, users of transport and third parties.
- (vi) Each means of transport should meet its full share of the costs occasioned by its traffic or made on its behalf.

After an exhaustive exchange of views the Conference approved the general principles contained in the document, on the understanding that the conditions of service and rates of pay should not be less favourable than those obtaining in industry and commerce generally.

The Conference then decided to refer the matter to a committee of experts charged with the task of formulating a statement of transport policy which would be compatible not only with the interests of the workers in the various branches of transport but also with the public interest.

## **Workers' Participation in the Management of Railways**

The Conference noted a report from the Secretariat outlining the various methods and practices in different countries whereby workers participate in the management of railways. Due to different forms of workers' share in management in the various countries, as a result of the historical development in this sphere, the Conference expressed the view that there was no method in operation which could be regarded as generally applicable, but felt that the information provided would be of great value to the unions affiliated to the I.T.F. and would, moreover, materially assist in the development of workers' participation.

The Conference recorded its firm belief that workers have an inalienable right to a share in the management and control of industry.

## **Periodical Eyesight Tests**

The Conference considered a report on this item submitted by Brother H. Blomgren, President of the Swedish Railwaymen's Union. It realized that the prime concern of management must be the safety of the travelling public and the operational staff. It is, however, of the firm opinion that staff affected by reduced visual acuity should be guaranteed :

- (i) wages and salary rates equal to those paid in their previous posts ;
- (ii) compensatory payments ensuring full pension and retirement benefits ;
- (iii) no reduction in possibilities of promotion in their new branch of service ;
- (iv) security against dismissal or pensioning off without adequate investigation of the possibilities of employment suited to their capacities. Retraining should be undertaken if necessary.

## **Manning Rules for Locomotives**

The Conference instructed the Railwaymen's Section Committee to enquire into the rules governing the manning of diesel, diesel-electric, and electric locomotives, and into the safety of train operation with modern light-signalling systems.

The following resolutions were carried :—

### **Resolution on Nigeria**

“The International Railwaymen's Conference, assembled at Berne from 14 to 17 September 1955 under the auspices of the International Transport Workers' Federation,

“Welcomes the presence in its midst of the regular delegate of the Union of Technical Personnel of Railwaymen of Nigeria, the great African country which is just being liberated from colonialism.

“Whereas due to the survival of colonial traditions the railwaymen of Nigeria encounter difficulties on the way to promotion to medium and higher grades ;

“Whereas, although the insufficient development of technical instruction makes it necessary to employ technicians and specialists recruited in the industrialized countries during a period of transition, there is no justification for the employment of foreigners in preference to nationals qualified to fill vacancies such as foremen and similar posts ;

**“The Conference,**

“Supports the claim of the Nigerian railwaymen that foreign personnel should be employed in these posts only after confirmation of the fact that there are no native candidates qualified to fill the vacancies ;

“Requests the Secretariat and the Executive Committee of the I.T.F. to use their influence in order to promote the professional progress of the railwaymen of Nigeria.”

### **Resolution on the Right to Strike**

“In the light of representations by the delegates of the two Italian railway trade unions affiliated with the I.T.F., who quoted instances where reduced visual acuity was used as an opportunity to victimize railwaymen for participation in official strikes, this Conference reaffirms that :

“(i) every worker has the right to withdraw his labour and take part in strikes, sanctioned by his union for the defence of his economic and social interests ;

“(ii) no worker should be victimized or discriminated against, either immediately or subsequently, for taking part or having taken part in such strikes.”

### **I.L.O. REPORT ON SHUNTING ACCIDENTS**

Early in 1954 the I.L.O. published a report on accidents occurring in the coupling of wagons and connected shunting operations which the I.T.F. Secretariat communicated to all railwaymen’s organizations. This report was a by-product of I.T.F. action aimed at the introduction of automatic couplings on the railways on the European continent.

In 1948 the I.T.F. transferred to the Inland Transport Committee of the E.C.E. its endeavours to secure an agreement between the governments of the European continent to introduce automatic couplings on all goods wagons. The problem was discussed several times in Geneva, nearly always eliciting open or disguised opposition from the railway undertakings themselves. However, in April 1951 the U.I.C. (International Union of Railways) relented and reported a favourable decision of the General Managers’ Conference on the I.T.F. proposal to build all new wagons with an underframe capable to be fitted with an automatic coupling at any future time without major alterations of the wagons being required. The U.I.C. had instructed its competent technical bodies to build standard wagon prototypes complying with that condition. Thus with a delay of twenty years, a beginning was made with the implementation of the resolution that, thanks to the persevering efforts of the I.T.F. Railwaymen’s Section, was adopted in 1931 by the I.L.O. Tripartite Committee on Automatic Couplings.

The E.C.E. Inland Transport Committee noted the decision with satisfaction and adopted its resolution No. 44 which is of considerable importance. The final paragraph of that resolution reads as follows :

“The Committee draws the attention of Governments to the desirability of railway administrations agreeing to build their wagons in the future in conformity with such standard types as may be adopted by the U.I.C.”



On condition that the railway administrators—and Eurofima!—actually implement the recommendation contained in the resolution, the European railwaymen will at some future date be relieved of the nightmare of coupling accidents. Railway trade unions would be well advised to watch the action of railway administrations. An additional reason for doing so is that the implementation of the resolution furthers the standardization of rolling stock on the European continent which is necessary for economic reasons.

However, screw couplings and side buffers will of necessity remain in use on all wagons during the next three to five decades, and during that time accident prevention in coupling and related shunting operations remains a problem to be tackled. The Inland Transport Committee of the E.C.E. consequently encouraged the I.L.O. and all concerned to devote efforts and energy to the solution of that problem. The I.L.O.'s enquiry has brought forth a number of valuable indications that can be put to good use in action aimed at reducing the number of accidents among a group of workers whose accident rate is proportionately ten times as high as that of any other group of railway workers.

### EUROFIMA

With the approval of the European Conference of Ministers of Transport, the publicly owned railway undertakings of Belgium, France, Germany, Holland, Italy, Luxembourg, and Switzerland set up in 1955 a joint company for the acquisition of standardized rolling stock. The company is to exercise two main functions :

1. to own rolling stock for the purpose of renting or selling it to railway administrations ;
2. to act as an intermediary between railway undertakings and manufacturers of rolling stock and pool the orders of railway undertakings.

Both functions entail that it will negotiate with manufacturers in order to secure supplies “at the best possible conditions”.

The Secretariat has studied the articles of association and other relevant documents and informed the affiliated organizations concerned of its findings. These were in the main the following :

1. The setting-up of a cartel of buyers is calculated to lead to the setting-up of a cartel of manufacturers, and there is, therefore, no certainty that the conditions will always be “the best possible”. The railway undertakings would be well advised to maintain a few manufacturing establishments of their own through which they can check the conditions offered by the manufacturers.

2. Eurofima will finance its operations with the help of bankers. To the extent that railway administrations hire Eurofima stock, they are relieved of the obligation to press their governments for investment or renewal funds in respect of rolling stock, but the privately-borrowed capital will require remuneration which will be embodied in the rent to be paid by the railway administrations.

3. Governments have not reserved for themselves a right of supervision or veto. Still less have railway users or trade unions any say in the

business of Eurofima. That can be a drawback where the railway administrations are largely or wholly independent of their government.

4. Eurofima is to communicate its annual reports to the European Conference of Ministers of Transport. While the principle of that provision is right it is not effective as a means of supervision because the C.E.M.T. is informed of accomplished facts instead of being consulted beforehand.

Eurofima has the very positive value of providing an instrument for promoting the standardization of rolling stock throughout a large area of Europe. For the integration of European transport and economic advantage generally this is a genuine asset. Potentially Eurofima is also an instrument for choosing the time and place of rolling stock manufacture with a view to ensuring stable and balanced employment of labour in an important sector of the engineering industry.

Railway trade unions will have to watch that the instrument is used exclusively for the financial advantage of railway undertakings.

### **INTERNATIONAL RAILWAY CONGRESS**

The International Railway Congress Association, a scientific body maintained by railway undertakings and governments, held its sixteenth Session in 1954 in London from 19 to 26 May. The constitution of that body does not allow of any form of participation by the I.T.F. in its work. Nevertheless, owing to good relationships between the two Secretariats, the Railway Section Secretary and his assistant were enabled to attend meetings by being supplied with a press card.

The final summary on all questions discussed—which were mainly of a technical nature—was forwarded to affiliated organizations. Particularly worthy of mention are the conclusions on the agenda item “Modernization of the methods to be adopted for recruiting the staff in number and qualification”, which, although containing no new or revolutionary ideas, emphasize the need for long-term planning in staff management. We quote :

“This plan must meet any new situations resulting from progress in working methods (modernization, rationalization, etc.) and changes in social conditions, and be so conceived that it will not cause any lack of balance in the constitution of the various ranks of permanent staff.”

Being an expression of the railway administration’s own opinion, it may on occasion be purposeful to quote it in negotiations.

### **PSYCHOTECHNICAL METHODS OF STAFF SELECTION**

The Secretariat has, on the basis of a questionnaire, assembled a good deal of information on the psychotechnical methods of selection applied by railway administrations and on the opinion of affiliated organizations.

The Section Committee has studied this material and, in addition, visited the psychotechnical institute of the French National Railways. Opinions on the merits and drawbacks of the method diverged widely and

no conclusion could be reached, one way or another, at the first discussion. The Committee intends to pursue the study and to put the question on the agenda of a Section Conference. The decision whether the debate should be held exclusively for mutual information or with a view to arriving at an *expression of opinion that should guide the organization's policy*, has been reserved.

### HOURS OF WORK REGULATIONS

The Section Committee has decided to conduct an enquiry into the regulation of hours of work on railways. The Secretariat has assembled a good deal of documentation on the subject.

For enabling comparisons and analyses to be made, the various national regulations have to be re-written according to one single system. The choice of system must, of course, be arbitrary. This work would be complicated enough if all regulations were written in a single language ; given the multiplicity of languages the task will be complex and lengthy.

### PROVISIONS OF PENAL AND DISCIPLINARY CODES APPLIED IN CASE OF ACCIDENTS

The joint conferences of the Sections of railwaymen, road transport workers and inland boatmen, held in conjunction with the 1954 Congress, decided that a comparison should be made between the principles underlying disciplinary regulations and the provisions of the penal codes applied to workers charged with being responsible for an accident. A comparison should also be made between the procedures followed in different countries. The object of this work is to determine whether favourable principles and experiences in some countries could be made use of for the benefit of workers in others.

To begin with, a study should be made relating to only a few countries. In the course of 1955 the Secretariat obtained a full report concerning Germany and the United Kingdom.

It is hoped to commence the detailed study in 1956 for subsequent discussion at a Section Committee meeting.

## *Road Transport Workers' Section\**

### THE SECTION COMMITTEE

At the Section Conference held in conjunction with the 1954 Congress, the Section Committee was re-elected and its composition was as follows :

	Member	Deputy
Austria	H. Dobnik.	L. Brosch.
Belgium	G. Hendrickx.	J. Geldof.
Denmark	E. Borg.	E. Winther.
Germany	J. Steldinger.	O. Knaack.
France	P. Felce.	H. Légo.
Great Britain	F. Cousins.	F. Coyle.
Netherlands	H. W. Koppens.	J. de Later.
Norway	O. Askeland.	E. Aasen.
Sweden	S. Klinga.	G. Carlsson.

The Conference elected Bro. Koppens Chairman of the Section.

\* Other items of interest to the Road Transport Workers' Section will be found on pages 26, 35, 36, 40, 137.

## **MEETINGS OF THE SECTION**

The Section Committee met on 13 February 1954 and the Section Conference on 14 February in order to determine the policy to be pursued in the I.L.O. Inland Transport Committee which met from 15 to 26 February.

Most of the discussion was devoted to the 1939 convention on hours of work and rest periods in road transport because the I.T.F. group of workers' representatives wished to be ready to engage in a debate on the possible revision of that (non-ratified) convention, should the general discussion give rise to such a debate. The Conference scrutinized every provision of the convention and fixed its attitude in respect of possible suggestions for alterations, and agreed also on a set of new provisions that could be proposed for insertion in a revised convention; these referred to long-distance transport, urban passenger transport, and the taxi and hire car trade.

In the I.L.O. Inland Transport Committee, a debate on the revision of Convention 67 did not, however, take place. The result of the deliberations in the I.T.F. conference was used, however, as a guide in the discussions on the memorandum concerning conditions of employment in road transport.

The Section Committee held a further meeting from 17 to 19 February 1955 in the course of which it reviewed all matters concerning the Section and decided on the agenda of the 1956 Section Conference.

## **RELATIONS WITH INTERNATIONAL GOVERNMENTAL AND NON-GOVERNMENTAL ORGANIZATIONS**

The Section Committee received and studied a report by the Secretariat on the character and activities of all international governmental and non-governmental organizations which deal with road transport to any significant extent, and noted the relations existing between them and the I.T.F. In conclusion it declared its willingness to extend relations with the I.R.U. (International Road Transport Union) beyond personal or unofficial contacts between the two Secretariats. The decision to negotiate with the I.R.U. must be taken in each instance separately on the merits of the case in hand. The Committee thought more particularly of discussions calculated to facilitate the work in the Inland Transport Committee of the I.L.O.

## **I.L.O. MEMORANDUM ON THE CONDITIONS OF EMPLOYMENT IN ROAD TRANSPORT**

In the course of its work in 1951 the Road Section Committee planned to steer towards the adoption by the I.L.O. Inland Transport Committee of a "Road transport workers' Charter". At the 1951 Session of that Committee the Workers' Group secured the adoption of a resolution concerning the agenda of the next Session, but for tactical reasons the term "Charter" was not used. The move was successful and the conditions of employment in road transport was one of the two main items on the agenda of the 1954 session.

The draft of a charter, clothed in the form of a "draft resolution", prepared by the Road Section Committee and approved by the Section Conference, became the basis of discussion in the road sub-committee of the I.L.O. Inland Transport Committee. The long and sometimes difficult discussions, combined with a good deal of hard bargaining between the workers' and employers' groups, concluded with the adoption by 124 votes to 0 and 8 abstentions of "Memorandum (No. 51) concerning the conditions of employment in road transport". The document comprises fifty-six paragraphs and deals with practically all aspects of employment. While some provisions are innocuous, the bulk of the document constitutes an excellent guide for negotiators of collective agreements and law-makers, especially but not exclusively in less developed and under-developed countries. The stipulations on hours of work and rest are in advance of the legislation of many countries. Also the provision that wages of drivers in passenger transport, long-distance transport and international transport should be equivalent to those of skilled manual workers is a valuable guide to wages standards.

The fact that practically the whole of the employers' group as well as all governments represented voted for the memorandum should make it an authoritative guide for the regulation of conditions of employment and a useful weapon in the hands of trade union negotiators.

### **INTERNATIONAL SOCIAL SECURITY ARRANGEMENT**

Memorandum 51 on employment in road transport contained the following paragraph :

"44. In the case of international road transport, it is desirable that governments and social insurance institutions concerned should enter into reciprocity agreements for the purpose of ensuring that no worker is denied the advantages of social security should he fall ill or suffer an accident while outside his country of residence as a consequence of his work."

Acting upon this provision the Governing Body of the I.L.O. convened in December 1955 a conference of experts to draw up the draft of a multilateral agreement to be entered into by the European Governments. The Workers' Group of the I.L.O. applied to the I.T.F. for nomination of workers' experts. The I.T.F. laid claim to all the four workers' seats and nominated four leaders of road transport workers' unions, but obtained the appointment of only three, viz. Brothers Klinga (Sweden), Koppens (Netherlands) and Steldinger (Germany); the I.T.F. failed to obtain the appointment of Brother Felce (France).

The draft treaty drawn up by this experts' conference meets practically all the requirements of road transport workers—and even others such as civil aviation workers, inland navigation workers not covered by the Rhine boatmen agreement, and, where necessary, of railwaymen—engaged in international transport. When ratified the treaty will ensure that a transport worker in need of social security services abroad will obtain them on the same conditions and with the same facility as if he were in his own country.



## **CONDITIONS OF EMPLOYMENT IN INTERNATIONAL ROAD TRANSPORT IN EUROPE (CAHIER DES CHARGES)**

On 17 March 1954, a number of European Governments signed the "General Agreement on economic regulations for international road transport".

This Agreement contains a "set of rules" of which Annex A relates to "conditions of employment in international road transport operations" and which was sent to all organizations concerned in January 1954. The reports to the Stockholm and London Congresses give an account of the initiative and action taken by the I.T.F. which resulted in the drafting of the said Annex A and its embodiment in the General Agreement. In order to give credit to whom it is due, let it be recalled here that the first initiative in this field was taken in 1939 by the late Eugene Jaccoud, then General Secretary of the French Transport Workers' Federation and Chairman of the I.T.F. Road Transport Workers' Section. At the International Labour Conference which adopted the Convention on hours of work in road transport, Jaccoud drew attention to international road transport and emphasized the need for regulation of conditions of employment in the "most uniform manner possible" and for "supervision on a common basis".

Unfortunately, the Agreement of 17 March 1954 has not yet been ratified. If the fact that it is the very first instrument of its kind is properly appreciated, the delay in ratification is not really surprising. By adopting the "General Agreement", the European Governments traced out a new path but conservatism goes far to explain their hesitancy to set foot on it. In 1954, the ratification procedure made little or no headway. Nevertheless, we could register with satisfaction that the European Council of Ministers of Transport, at its session of October 1954, adopted a resolution recommending that the General Agreement be ratified.

Very little progress in ratification procedure was made in 1955 and no actual ratification was registered. Affiliated organizations were urged to take steps in each country to secure more active consideration of ratification. In addition the I.T.F. Secretariat used its consultative status with the European Conference of Ministers of Transport for urging speedier and more effective action. The matter was raised at the Transport Ministers' Conference in Berne on 19 October, where the Road Section Secretary made a vigorous plea for ratification. The endeavour was renewed at the Thirteenth Session of the E.C.E. Inland Transport Committee. The I.T.F. spokesman emphasized the importance of the regulation of employment conditions as an economic instrument ensuring fairness in competition, as a social instrument for the protection of workers, and as an indispensable means for increasing road traffic safety. In view of the fact that ratification of the General Agreement was being delayed because several more annexes had still to be drafted and agreed upon, he asked that Annex A be enforced at once through the signing of a separate special protocol. This proposal was not agreed to by the Committee, but the report on its session contains the following reference :

"The Committee expressed the hope that the work of preparing the Annexes to the Agreement and Set of Rules would be expedited and that

countries which had already signed the Agreement would ratify it as soon as possible."

This reference in the Committee's report entails that the Director of the E.C.E. Transport Division must communicate on the matter with each Government concerned.

As a standard-setting instrument, Annex A is very important inasmuch as it fixes the maximum driving time at nine hours in a period of twenty-four and stipulates a regular minimum daily rest of ten hours (an exceptional minimum of eight) **off the vehicle**, the use of the sleeping berth not being acknowledged as rest. For that reason alone road transport workers' trade unions have handsome dividends to gain by working with might and main for ratification of the General Agreement.

### **CIVIL LIABILITY OF ROAD VEHICLE DRIVERS**

At the 1947 meeting of the I.L.O. Inland Transport Committee, the group of representatives of workers affiliated with the I.T.F., secured the adoption of a resolution requesting the Governing Body of the I.L.O. to recommend Governments to provide for compulsory third-party insurance indemnifying road vehicle drivers charged with having caused an accident.

The matter has been dealt with from time to time and resulted in 1954 in a decision of the I.L.O. Governing Body to explore the question in cooperation with the International Institute for the Unification of Private Law. When informed of this decision the Section Committee decided to state the claims of professional drivers and this was done through a memorandum to the I.L.O. dated 25 February 1955. In view of the fundamental importance of the document and its permanent validity, its text is reproduced here :

Motorized road transport is a relatively new activity to which some principles embodied in age-old laws and codes may not be wholly relevant or wholly applicable. For example, the stipulations governing the relationships between master and servant and the servant's responsibility for the master's property date from a time when modern transport undertakings were unknown. The stipulation that every man is responsible for the damage caused to others through his fault dates from a time when the faults that can be and are currently committed by motor vehicle drivers could not be imagined. Such legal provisions were not meant for the relationships, techniques, and risks of modern transport, but as they are on the statute books and left unmodified, they are invoked against drivers, and judges do and must apply them. Professional drivers and drivers' assistants feel that for the sake of justice some laws and codes often invoked against them stand in need of adaptation to modern conditions.

Drivers and drivers' assistants are liable to be prosecuted and punished under the penal code for faults committed in the course of their work. Whilst they acknowledge that they cannot be relieved of that liability they point out that in their occupation the risk of committing punishable faults is constant and intense to a degree unknown

in most if not all other occupations. If this risk were aggravated by the responsibility for the consequences of faults—many of which, even when declared punishable, result from errors of judgment or inadequate reactions—the burden would become intolerably heavy, far heavier than in any other occupation. Therefore, insurance policies should indemnify the driver also when the blame for an accident falls on him.

The laws requiring compulsory insurance are based on the fact that serious risks of accident are inherent in transport, that the principal source of risk is human failure, and that many authors of accidents are incapable of compensating the victims for the damage sustained. The insurance premiums too, are calculated on that basis. The law-giver should go the whole way indicated by logic and require insurance policies that protect all road users including the drivers and their assistants. In a sense the driver and his assistant are as much the victims of conditions prevailing in traffic and leading to accidents as the person who suffers damage in an accident and there is no good reason for treating them with less consideration than the other road users with whom they share the risks of road traffic.

The law should require insurance policies that indemnify employed drivers and drivers' assistants to the same extent as their employers and owner-drivers. If the law does not do that the result may well be that it protects the employer and owner-driver against loss of bankruptcy but does not afford the same protection to the employed driver and his assistant who need it as much if not more than their employer. A further result may be that the employer or his insurer are enabled to counter-claim against the employed driver and driver's assistant. Such a legal position offends the sense of justice.

Many employers insure their own vehicles and the goods carried against theft and damages that may occur in collisions with other vehicles and fixed installations. Other employers hold the driver and his assistant personally responsible for the whole or part of such damage. Drivers and drivers' assistants think that, by reason of the fact that the nature of their work entails a constant and intense risk of damaging their instrument of work, they ought in justice to be relieved of this liability. They desire the generalization of the principle embodied in the Belgian Law of 4 March 1954 amending the Act on the contract of employment which states :

“In the event of bad workmanship, or misuse of material, of destruction of or damage to gear, equipment or machinery, raw materials or manufactured articles, he (the workman) shall be answerable for an act of malice or gross neglect.

“He shall be answerable for an act of minor neglect only if such neglect is habitual with him rather than fortuitous.”

Numerous disputes between road transport employers and employees would be avoided if the risk of breakage and theft were covered by insurance, and the workers concerned desire that such insurance be made compulsory.



Nothing in the present statement applies to delinquencies such as culpable recklessness or acts with a criminal intent. No law can indemnify an employed driver or driver's assistant guilty of such misconduct.

The employed driver or driver's assistant guilty of causing an accident while under the influence of drink cannot be exempted from the consequences of his misdemeanor but the law must ensure that in this matter he is treated on a footing of equality with all other drivers.

To this memorandum were added the report and the resolution on compulsory third-party insurance dealt with by the Road transport workers Section conference held in 1952. In the course of 1955, further evidence supplied by the affiliated organizations in Belgium, Finland, Germany, Netherlands and the United Kingdom was forwarded to the I.L.O., viz. reports on the legal position and texts of judgments. This evidence demonstrated that drivers of road vehicles were indeed exposed to undue vocational risks, *inter alia*, the following :

1. Certain laws (or judges) systematically equate accident with negligence ;
2. Certain laws enable insurance companies to take recourse against drivers and claim damages from them ;
3. Under certain laws drivers can be sued and sentenced because their employer cannot be sued for a purely technical reason ;
4. Under certain laws drivers can be sued by their employers and condemned to pay damages because damage to the employer's vehicle is not covered by insurance ;
5. Under certain laws drivers can be sued and condemned to pay smart money because this element is not covered by insurance ;
6. Drivers in the service of self-insuring employers (e.g. public authorities) are less protected than drivers of undertakings compelled by law to take out an insurance ;
7. Under certain laws employers can sue drivers for commercial damage consequent upon an accident.

On the whole, the evidence supplied showed that the combined application of the penal and civil codes besets the occupation of drivers with risks that appear excessive and are probably without parallel in any other occupation and profession.

On the other hand, the evidence supplied showed also that certain laws regulate some aspects in a reasonable and equitable manner. Consequently it is possible to modify all laws in such manner as to settle reasonably and equitably all matters pertaining to this part of the vocational risks attached to the job of vehicle drivers. The Institute for the Unification of Private Law can supply the guidance for all law-givers and the I.L.O. can help foster the determination to bring the relevant laws into conformity with the commands of reason and justice.

It is likely that at the next meeting of the I.L.O. Inland Transport Committee a progress report on this matter will be submitted.

## AGENDA OF THE 1956 CONFERENCE

The Committee decided to fix the agenda of the 1956 Section conference as follows :

1. Report of the Secretariat. (This report is in the main devoted to relations with affiliated road transport workers' organizations, decisions of the Executive Committee of special interest to the Section and current affairs not dealt with under other items of the agenda).
2. Coordination of transport.  
(This decision has been superseded in the meantime by the decision of the Berne conference on European transport, held in September 1955, to deal with this problem at a special conference to be attended by all Sections concerned.)
3. One-man cars in passenger transport.  
(The Section Conference held in conjunction with the 1954 Congress had already taken a decision to that effect.)
4. Labour inspection in road transport.  
(See below).
5. Implementation of I.L.O. resolutions relating to road transport.  
(The Secretariat was instructed to conduct an enquiry with a view to ascertaining to what extent these resolutions are being applied in practice.)
6. Legal assistance to drivers abroad.  
(The intention is to revive the multilateral reciprocity agreement between European road transport workers, drawn up in 1931, to grant each others' members legal assistance when involved in legal proceedings arising out of their work abroad.)
7. Proposals of affiliated organizations.

### LABOUR INSPECTION IN ROAD TRANSPORT

At its 1952 Conference the Section decided to devote attention and efforts to the improvement of labour inspection in road transport. Consequently, at the 1954 session of the I.L.O. Inland Transport Committee the Workers' Group worked for, and secured, the adoption of a resolution requesting the Governing Body of the I.L.O. to place labour inspection in road transport on the agenda of the next session. A favourable decision has been taken but the I.L.O. Committee will not meet before 1957.

The Section Committee, at its meeting of February 1955, decided to put the problem of labour inspection in road transport on the agenda of the 1956 Section conference and instructed the Secretary to prepare a report that would take into account the following principles :

- (a) Inspection must apply to the whole of the working conditions with special reference to the observance of regulations concerning hours of work and rest, hygiene, comfort and, where possible, wages ;
- (b) Inspection must apply to all transport for hire and reward and for own account ;

- (c) The principal means of supervision must be the individual log sheet or log book kept by the driver ;
- (d) The body of inspection officers must be adequate numerically and in qualification and a procedure must be established ensuring cooperation between the labour inspectorate and the traffic police ;
- (e) Owner-drivers must be subjected to inspection in the same way as drivers employed for wages.

The Secretariat has made an enquiry by means of a questionnaire addressed to the affiliated organizations and drafted the report.

### **OTHER PROBLEMS**

When taking stock of old and new problems of interest to the Section, the Committee drew up the following list :

1. Conditions of employment in the taxi and hire car trade.
2. Conditions of employment in urban passenger transport.
3. Night and Sunday work in goods transport (the Swiss Union advocates prohibition).
4. Use of tachographs as a check on driving times.
5. Type and form of entries on log sheets or books.
6. Vocational training of road transport workers.
7. Conditions of admission to the calling of road transport worker.
8. Insurance questions.

On several of these questions extensive preliminary exchanges of views were held. The work on the report concerning labour inspection in road transport revealed that the questions listed under 3, 4 and 5 were closely linked with the problem of inspection and, to the extent that conclusions had already been tentatively reached by the Committee, they have been embodied in that report. Where no conclusions have as yet been formulated the author has felt compelled to advance his own views.

## ***Civil Aviation Section\****

### **CIVIL AVIATION GROUND STAFF CONFERENCE, LONDON, 22-23 MARCH 1954**

In 1954 a Ground Staff Conference held in London on 22-23 March was attended by delegates representing organizations in Belgium, France, Germany, Netherlands, Sweden, Switzerland and the United Kingdom.

Considerable discussion took place on the trade union organization of ground personnel, and it was decided that the attention of affiliates should be drawn to the desirability of establishing joint negotiating machinery in each country between *bona fide* democratic organizations, and in countries possessing such machinery, affiliated organizations should call upon other unions with whom they cooperated nationally, to affiliate with the I.T.F.

\* Other items of interest to the Civil Aviation Section will be found on pages 26, 39, 43, 46, 48, 49, 137.

On the question of trade union cooperation between ground and flying staff, it was agreed to refer this matter to the full Sectional Conference at the 1954 Congress.

The Conference unanimously adopted a resolution calling for industry-wide ground staff retirement pensions at the age of sixty-five, pension amount, after thirty-five years, inclusive of any pension acquired under general social legislation, to be 75 per cent of the average salary paid over the last three years of service.

The report of the Licensing of Aircraft Maintenance Engineers (Aircraft Maintenance Mechanics) Class II was noted, the Secretariat being instructed to continue its researches.

### **CIVIL AVIATION SECTIONAL CONFERENCE, LONDON, 18 JULY 1954**

On the occasion of the 1954 Biennial Congress, the Civil Aviation Section met in full Conference. Representatives from organizations in Belgium, France, Germany, Netherlands, Sweden, Switzerland, United Kingdom and United States attended. The International Federation of Air Line Pilots' Associations (I.F.A.L.P.A.) and the International Labour Organization (I.L.O.) were represented by observers.

Mr. R. Lapeyre of the French Public Works and Transport Federation and Captain S. Stolz (since deceased) of the Belgian General Public Services' Union were unanimously re-elected Chairman and Vice-Chairman of the Section respectively.

The Conference agreed to dispense with permanent sub-section committees since such were no longer required, and decided to allocate a seat to each affiliate at Sub-Sectional and Sectional Conferences. *Ad hoc* committees could always be set up for specific purposes.

Three resolutions were adopted. The first, acknowledging the great diversity in the trade union organization of civil aviation personnel throughout the world, urged all unions having employees of aviation undertakings and airports among their members to increase their effectiveness by affiliating with the I.T.F., and instructed the Secretariat to initiate an affiliation drive among such unions; the second, protesting against the exclusion of the I.T.F. from the Conference on European Air Transport Co-ordination, Strasbourg, April/May 1954, called upon the International Civil Aviation Organization (I.C.A.O.) to reconsider its attitude to trade union representation at such deliberations; the third, regretting that the I.L.O. Governing Body had not yet taken a decision regarding the establishing of adequate machinery to cope with civil aviation social problems, recommended that the Governing Body be again urged to consider the question, and that a special section be set up within the International Labour Office to deal with aviation matters.

Arising out of a discussion on the Supplementary Report on Activities, January-July 1954, the Conference noted that a resolution on multiple duties aboard aircraft had been passed at the I.F.A.L.P.A. Annual Conference, April 1954—at which the I.T.F. had been represented by an observer—and which resolution was in conflict with I.T.F. policy on the

same subject. It was therefore agreed to approach I.F.A.L.P.A. for further discussions on the subject of flight crew complement and allied matters.

### **CIVIL AVIATION FLYING STAFF CONFERENCE, STUTT GART, 18-19 JULY 1955**

This Conference was attended by nineteen delegates from ten affiliated organizations in eight countries, viz., Belgium, France, Germany, Netherlands, Sweden, Switzerland, United Kingdom and United States. I.F.A.L.P.A. was represented in observer capacity.

Tribute was paid to the memory of the late Captain S. Stolz, killed in a Sabena aircraft accident in February 1955, and Captain F. Verpoorten, also of the Belgian General Public Services Union, was unanimously elected to the Vice-Chairmanship of the Section, a position previously held by Captain Stolz. It is customary for the Vice-Chairman to preside at Flying Staff Conferences, and Captain Verpoorten did so on this occasion.

Detailed consideration was given to the question of Workers' Group representation at the I.L.O. 1956 Bipartite Civil Aviation Conference; it was agreed to recommend representatives from the following countries—Belgium, Brazil, France, India, Mexico, Netherlands, Sweden, Switzerland, United Kingdom and United States, with the proviso that should any country be unable to send a delegate, Western Germany should be substituted.

The flight crew complement problem, which has engaged the attention of the Section across the years, was discussed in all its implications, culminating in the adoption of the I.T.F./I.F.A.L.P.A. Joint Statement on Flight Crew Complement which appears later in this report.

In a resolution which was unanimously adopted, the Conference expressed concern at the growing practice of aircraft designers and airline operators in predetermining flight crew complements by providing crew accommodation which is insufficient and which cannot satisfactorily be modified at a later stage, and asserted the right of organizations representative of the flying staff concerned to be consulted in the blue-print stage of aircraft design in order that adequate crew accommodation and rest facilities be provided.

The Conference devoted much attention to the dual problem of crew fatigue and flight time limitations, an exchange of views taking place on the feasibility and desirability of incorporating a daily duty time limitation for short-haul operations in the I.T.F. set of figures. No final decision was reached on the limitation that should apply, although the need for some such figure was recognized; it was agreed that the Secretariat should undertake a study of the problems involved, producing definitions of the terms "short hauls", "long hauls" and "duty time" for presentation to the next Flying Staff Conference.

Arising out of the discussion on crew fatigue, the Conference went on record in protest against the policy of certain airline companies in failing to provide adequate individual seating arrangements for cabin personnel.

The Conference noted the reports on Aircrew Retirement Pensions, Aircrew Sickness Insurance and Aircrew Accident Insurance, and instructed the Secretariat to continue its study of these problems.

### RELATIONS WITH I.L.O.

During the two years under review, the Section has continued to press the I.L.O. to institute adequate machinery to deal with civil aviation social problems. Our efforts, begun in 1951, were continued by resolution of our London Sectional Conference of July 1954 which "expressed profound regret that the Governing Body of the I.L.O. had not yet taken a decision in this vital matter", and which recommended "that the Director-General of the I.L.O. be again requested to bring this question before the Governing Body at its Autumn 1954 Session ; that the Governing Body again be urged to approve the early establishment of a special Commission for Civil Aviation which would serve as a technical advisory committee to the Governing Body on civil aviation social questions ; that a special section be set up within the Secretariat of the International Labour Office to deal with these issues."

In acknowledging receipt of our resolution, the Director-General intimated by letter of 18 August 1954 that the Governing Body at its June 1954 Session had not then come to the conclusion that the work which needs to be done for civil aviation personnel should take precedence over other urgent work the I.L.O. has in hand ; secondly, that no agreement had been reached that special machinery was necessary ; thirdly, that certain Governments contended that if a new body were set up, it should be tripartite ; fourthly, that setting up of any new committee would involve financial considerations. The Governing Body did, however, ask the Director-General to prepare specific proposals for the organization of an *ad hoc* meeting on civil aviation.

At its November, 1954 Session, the Governing Body decided to convene an *ad hoc* meeting on conditions of employment in civil aviation ; it further decided that the meeting should be bipartite in character, and that the Employers' and Workers' Groups should each be asked to nominate ten persons representative of organizations of employers and workers concerned. The Governing Body will be represented by a tripartite delegation, the Government delegate acting as Chairman. The agenda adopted was as follows :—

- (a) Review of Conditions of Employment in Civil Aviation.
- (b) Hours of Work of Flight Personnel.
- (c) Income Security of Flight Personnel on Retirement or Grounding.

The Civil Aviation Section, whilst recognizing that the steps envisaged do not fully match I.T.F. expectations, welcomes this move on the part of the I.L.O., and hopes that from this *ad hoc* meeting, more permanent machinery will be evolved. The I.L.O. Conference is scheduled for 1956.

## RELATIONS WITH I.C.A.O.

Efforts made by the Section to send an observer to the Conference on European Air Transport Coordination, Strasbourg, April/May 1954 proved fruitless. The London Sectional Conference of 18 July 1954 therefore decided vigorously to protest against this exclusion, and to call upon the I.C.A.O. "to reconsider its attitude to trade union representation at such deliberations", claiming "the right of attendance on a consultative basis at any subsequent regional or international civil aviation conference".

Receipt of this resolution at the I.C.A.O. Headquarters prompted a reply from the President of the I.C.A.O. Council to the effect that the Organization pursued no policy of denying the right of attendance, but that certain approved organizations were invited, as observers, to attend appropriate meetings, the I.T.F. not being on the I.C.A.O. list. In conjunction with the I.C.F.T.U., we thereupon formally re-applied for consultative status, pointing out the increased activities and numerical strength of the Section since our initial unsuccessful application in 1951. In July 1955 we were informed that the I.T.F. had been placed on the list of those organizations that may be invited to attend certain I.C.A.O. meetings. Consultative status, as such, is unknown in I.C.A.O. circles, and the fact that an organization has been placed on the list does not confer the right of attendance at all I.C.A.O. meetings, or at any particular one.

Accordingly, we had to make separate application to attend the first meeting of the European Civil Aviation Conference—set up as a result of the Strasbourg 1954 Conference—which opened, also in Strasbourg, on 29 November 1955. We were notified on 7 November 1955 that the I.C.A.O. Council had decided not to invite the I.T.F. ; to simultaneous efforts the European Regional Organization of the I.C.F.T.U. was making on our behalf via the Council of Europe, no reply was received.

## RELATIONS WITH I.F.A.L.P.A.

As a result of a decision of the London Sectional Conference of 18 July, 1954, a meeting between I.T.F. and I.F.A.L.P.A. representatives took place in London on 14 December 1954.

Clarification of I.F.A.L.P.A.'s views on flight crew complement was sought and obtained ; a detailed analysis of resolutions of the two Federations on crew complement revealed a similarity of outlook on broad principles, and it was agreed that the two Secretariats should frame a Joint Statement on crew complement requirements for four-engined, long-distance air transports. The Statement would embody a fully-coordinated policy to be presented to world aviation opinion, and would form the basis for consultations, both nationally and internationally, in an attempt to resolve this important problem.

The Statement, which had been ratified by the I.F.A.L.P.A. Annual Conference, Montreal, April 1955, was adopted by the I.T.F. Stuttgart Flying Staff Conference in July of that year. It is reproduced hereunder :—

### **Joint Statement on Crew Complement by I.F.A.L.P.A. and the I.T.F.**

"The International Federation of Air Line Pilots' Associations and the Civil Aviation Section of the International Transport Workers' Federation,

"Prompted by the desire to maintain at all times the highest possible safety standards in civil aviation, and bearing in mind the technical development which is rapidly taking place and the constant adoption of new types of aircraft for commercial operation ;

"Note with concern that the crew complement regulations in force in various countries are of an unsatisfactory nature, and that practices widely differ ;

"Having regard to the fact that national regulations of various countries are in many respects based on the recommendations of I.C.A.O., and that these recommendations are capable of a wide range of interpretation ;

"Decide to bring their united views on crew complement requirements for long-distance air transportation to the attention of all interested national and international bodies in order that safer and more uniform standards may be established, and to take such other action as may be deemed necessary to achieve this end ;

"Consider that the minimum flight crew complement requirements shall be as follows :

#### "PILOTS

"That all four-engined aircraft shall carry a minimum of two properly qualified and certificated pilots at all times, and such additional flight crew members as may be required by the subsequent paragraphs.

#### "NAVIGATORS

"That a flight crew member holding the appropriate flight navigator's licence shall be carried, except where, after consultation between the appropriate authorities and interested *bona fide* organizations representative of the flying staff concerned, it is established that adequate ground aids do not necessitate the carriage of such a member.

#### "FLIGHT ENGINEERS

"That a flight crew member holding the appropriate flight engineer's licence for the aircraft concerned shall be carried. He shall act in the sole capacity of flight engineer and shall be provided with a separate station and suitable instruments and control apparatus.

"Except where, after consultation between the appropriate authorities and interested *bona fide* organizations representative of the flying staff concerned, it is established that the aircraft design or type of operation does not necessitate the carriage of such a member.

#### "RADIO OFFICERS

"That a flight crew member holding a radio officer's licence and acting in the sole capacity of radio officer shall be carried, except where, after consultation between the appropriate authorities and interested *bona fide* organizations representative of the flying staff concerned, it is established that the carriage of such a member is not necessary."

The I.T.F./I.F.A.L.P.A. meeting of 14 December 1954 also considered the question of flight time limitations. Attempts being made nationally to bring pressure to bear on governments to introduce satisfactory legislation were noted, and it was decided to await the outcome of the next conference of both Internationals before seeing whether a united approach to this problem could be made.



## SERVICE TO AFFILIATES

Apart from the routine tasks of regularly supplying affiliated organizations with collective agreements and general information on major developments within the industry, the Section has been gratified, in the period under review, to render practical assistance in the struggle for improved salaries and working conditions.

### Flight Personnel of Deutsche Lufthansa A.G.

Towards the end of 1954, our German affiliate, the Union of Public Service and Transport Employees, reported the commencement of negotiations for salary scales for flight personnel of Deutsche Lufthansa A.G., the revived German airline. Details of wage rates and service conditions operative in other European airlines were supplied in order that the union could obtain adequate standards for its members. In March 1955 an impasse had been reached, the "final offer" of the company being only 70 per cent of the average salary paid throughout Europe. Expressing shock at these sub-standard rates, the I.T.F. advised the German organization to continue to oppose the offer, and the following Press Communiqué, which received widespread radio and press publicity, was released from I.T.F. Headquarters on 23 March 1955 :—

#### "The Revival of German Civil Aviation

##### "A THREAT TO SOCIAL STANDARDS AND SOCIAL PEACE

"The pre-war German civil airline, Deutsche Lufthansa A.G., after protracted negotiations, is to recommence scheduled services within Europe on 15 May 1955, and on trans-Atlantic routes as from 1 June 1955.

"Airline personnel the world over, and especially in Europe, have looked forward to this event, and have awaited with much interest the announcement of salary scales and working conditions of German flying staff. The International Transport Workers' Federation (Civil Aviation Section) now learns on unimpeachable authority that the company seeks to introduce flying staff salary scales far below those of other European air transport undertakings; rates offered are only 70 per cent of the average salary paid.

"This is undoubtedly unfair competition to which the flying staff of all other airlines will take grave objection; such a low wage policy will endanger the economy of other air operators and the livelihood of flight personnel. It will be understandable if European airline companies register strong protest against the German airline resuming activities on such a basis.

"The International Transport Workers' Federation expects that the appropriate German trade union will adopt a firm attitude against such an intolerable policy. It has informed its civil aviation organizations throughout the world of these conditions, and has pointed out, particularly to its European affiliates, whose personnel will fly in direct competition with the new airline, that they should be prepared to assist by all possible means in the event of action having to be taken to secure social justice for Lufthansa personnel.

“The International Transport Workers’ Federation has no desire to prevent German civil aviation from regaining its rightful place in the world provided that established social standards are being respected in an industry with such a deeprooted international character and provided that it does not indulge in a cut-throat competition on the back of its personnel. Civil aviation personnel cannot tolerate that an economically-developed Germany will play such a scandalous rôle in civil aviation as is the case with Panama in the shipping industry.”

Simultaneously, assurances were received from European civil aviation affiliated organizations that should the German flyers decide to strike, no flying staff of other countries would operate in their stead ; ground staff were equally adamant in their refusal to afford facilities to Lufthansa aircraft until a satisfactory settlement was achieved.

That I.T.F. action had the desired results, namely, to focus world public and aviation opinion on the low wage policy of Deutsche Lufthansa A.G., and to compel the company to have second thoughts, was amply borne out by subsequent events. The German organization, which had earlier broken off negotiations with the airline on the salary question, was approached by the company with the request that the union reconsider its attitude ; subsequently negotiations were resumed, and in July 1955 an agreement was reached ensuring salary scales commensurate with those of other European air transport undertakings.

### **I.A.M. Maintenance Members of Flying Tiger Airlines, Incorporated**

In July 1955 information was received from the I.T.F.-affiliated International Association of Machinists of America (I.A.M.) concerning a dispute with Flying Tiger Airlines, an international, non-scheduled carrier.

For the preceding six months the union had been engaged in fruitless negotiations with the company in an attempt to bring wage rates of its ground maintenance members into line with those successfully negotiated with major American air transport undertakings. The company had countered with a 5 per cent wage cut and had suggested a downward revision of other benefits—proposals which were withdrawn only when it became clear that the union would tolerate no such treatment. The intransigent attitude of the company in refusing to negotiate on anything but seniority questions provoked a strike which was to have world-wide repercussions.

Coupled with the information provided by the I.A.M. was a request for I.T.F. assistance. Whilst the union was able to maintain its picket lines within America, Flying Tiger aircraft plied between points outside the continental limits of the United States, as, for instance, between the West Indies and London on passenger immigrant operations, and did not return to America for a considerable period ; Flying Tigers also sought to fly out strike-breakers from the United States to a number of major international airports in an attempt to continue operations.

Calls for assistance were nobly answered by I.T.F. affiliates. Their immediate response was to request their members to refuse to handle the aircraft, equipment and cargoes of Flying Tiger Airlines, and whilst for a number of reasons it was not possible to close every gap, the widespread solidarity soon began to make itself felt, seriously curtailing the company's operations. At London Airport a total boycott was imposed.

This first aviation global boycott organized by the I.T.F. aroused considerable interest in world industrial and aviation circles, and, what is more important, yielded satisfactory results within America. By 5 October 1955 the I.A.M. was able to announce the conclusion of an agreement bringing wage rates into line with those other companies with whom the I.A.M. was in contract, and restoring all striking employees to the same status held prior to the conflict. The thanks of the I.T.F. Secrétariat are extended to all who contributed to the successful outcome.

### **German Stewardesses of Pan American World Airways, Incorporated**

In November 1955 the German Public Services and Transport Union (O.T.V.) reported on the appalling conditions of service of German stewardesses employed by Pan American World Airways, Incorporated. No written collective agreement was in force ; no provision for sickness and accident pay ; only twelve days' annual vacation was granted ; on engagement the stewardesses were required to sign a statement in which they agreed to familiarize themselves with job conditions and to perform their duties conscientiously ; it was explicitly stated by the company that should they join a trade union, stewardesses would be liable to immediate dismissal.

The majority of stewardesses had decided to join the O.T.V. and that organization sought an assurance from the Transport Workers' Union of America, which organizes Pan American flight service personnel, that no American stewardesses would take over employment within Germany should such be offered as a result of German stewardesses joining their national union.

The Transport Workers' Union of America offered all support to the German union in its organizational drive ; alternatively, it offered to organize German stewardesses within its own ranks in the same way as it organizes a number of non-American hostesses employed by Pan American. The German stewardesses would then enjoy the same privileges and come under the same contract as other Pan American flight service personnel. The choice was placed before the German union in the closing days of 1955.

### **Airways Employees' Union of Pakistan : Dispute with Air France Representatives, Karachi**

In November 1955 the Airways Employees' Union of Pakistan reported on a dispute with the Regional Representative of Air France at Karachi Airport. The organization was at pains to stress that the issue involved the Representative personally, and was not directed towards Air France as a company. Allegations were made of discourteous and

abusive language and a campaign of victimization generally ; indignation was particularly felt against the wrongful dismissal of one employee. The Chairman of the I.T.F. Civil Aviation Section, Brother R. Lapeyre of the French Public Works and Transport Federation, was requested to use his good offices with Air France Headquarters in Paris in an attempt to restore a smooth working relationship at Karachi Airport. In December 1955 the Pakistan union announced that it had been decided to submit the points of difference to arbitration by the I.L.O. representative in Pakistan.

**Airways Employees' Union of Pakistan : Dispute  
with Pakistan International Airlines**

In December 1955 the Airways Employees' Union of Pakistan requested the assistance of the I.T.F. in its dispute with Pakistan International Airlines, and announced its intention to call a strike on 14 December 1955 if union demands, including the regularization of salaries of former members of Orient Airways—which had been absorbed by Pakistan International Airlines on the formation of the latter—were not met.

The General Secretary of the I.T.F. discussed the matter during a visit to New York with Brother M. A. Khatib of the All Pakistan Confederation of Labour who promised to intervene in the dispute on his return to Pakistan.

**Proposed Fusion of Italian Civil Aviation Organizations**

In response to a request from our affiliate, the Italian Union of Civil Aviation Workers, we wrote to the Italian Air Line Pilots' Association in November 1955 regarding the possibility of amalgamating the two organizations, or a possible direct affiliation of the airline pilots with the I.T.F. No reply had been received at the end of 1955.

**RELATIONS WITH UNAFFILIATED ORGANIZATIONS**

**Norwegian Metal Workers' Union**

In May 1954 the Norwegian Metal Workers' Union—not at that time an affiliated organization—called out its ground engineers on strike against Scandinavian Airlines System with the result that air traffic on the Norwegian Division was brought to a standstill. Danish and Swedish personnel refused to service the aircraft and the airline appealed to the management of Swissair to provide repair and maintenance facilities at Zürich. Despite pressure by Swissair management, our Swiss affiliate, the Union of Public Service Employees, in the interests of international solidarity, refused to undertake these duties, an attitude which doubtless contributed materially to the settlement of the conflict to the satisfaction of the Norwegian Metal Workers' Union.

Although the case sprang from action by an unaffiliated organization (the Norwegian Metal Workers' Union affiliated in March 1955) the Secretariat took the opportunity of reminding affiliated organizations, by circular letter, of the provisions of the I.T.F. Constitution regarding sympathetic action, requesting that such action be initiated through I.T.F. Headquarters.

## **Australasian Air Lines Navigators' Association**

Through the good offices of our affiliate, the British Navigators' and Engineer Officers' Union, we were put in touch in the summer of 1955 with the Australasian Air Line Navigators' Association. We supplied details concerning the aims and activities of the Section. By letter of 19 December 1955 the Association declared its willingness to sponsor discussion at the 1956 meeting of the International Air Line Navigators' Council on the question of the Council's affiliating with the I.T.F. The Australian Association was also considering a direct affiliation. We were notified that a member of the Association's committee might be in London shortly after ; we replied at the end of 1955 that we would welcome discussion.

### **PUBLICITY**

In November 1955 four thousand copies of a pamphlet entitled "Position Reporting" were printed in English and dispatched to organizations throughout the world in order to acquaint flight personnel with the international problems the I.T.F. is attempting to solve on their behalf. The pamphlet indicated the scope of I.T.F. activities as well as future objectives.

### **AFFILIATION DRIVE**

In pursuance of the resolution adopted by the 1954 Congress concerning the trade union organization of civil aviation personnel, the Secretariat launched an affiliation drive. The Norwegian Metal Workers' Union affiliated its civil aviation complement in March 1955, and formal application for affiliation was received in October of that year from the Indian Flight Engineers' Association and the Flight Radio Officers' Association of Pakistan. These two latter organizations are to be received into membership of the Section with effect from 1 January 1956.

At the close of 1955 the Flight Engineers' International Association (U.S.A.) notified us that authority to affiliate with the I.T.F. had been voted by that organization.

In response to our letter of invitation regarding affiliation, enquiries were received from a number of organizations catering both for flight and ground personnel. Follow up action is being taken.

### **NEW AFFILIATES**

Date	Organization	Categories	Strength
March 1955	Norwegian Metal Workers' Union (Civil Aviation Section)	Ground Maintenance Personnel	350

## ***Fishermen's Section\****

### **MEETINGS AND CONFERENCES**

The following meetings and conferences of interest to the Fishermen's Section took place during 1954 and 1955 :

- (i) Conference of the Section held during the London Congress, 18 July 1954. It reviewed the activities of the Section during the preceding two years ; adopted two resolutions, one asking that

\* Other items of interest to the Fishermen's Section will be found on pages 40, 43, 44, 45, 70, 75, 137.

certain fishermen's questions be placed on the agenda of the 1956 I.L.O. conference and the other urging the need for United Nations action to safeguard the freedom of the seas ; and elected H. Hildebrand (Germany) Chairman of the Section. It decided that on account of its size the Fishermen's Section could dispense with a formal sectional committee.

- (ii) Preliminary meeting of fishermen's representatives, Geneva, 23 October 1954. This was a consultation between the fishermen's members, all from I.T.F. unions, on the I.L.O.'s Committee of Experts on Conditions of Work of Fishermen, and was held just before the Committee's meeting in Geneva.
- (iii) I.L.O. Committee of Fishermen's Experts on Conditions of Work of Fishermen, 25 October to 4 November 1954. Details of the work of the Committee are given below under the heading "Fishermen's questions at the I.L.O."
- (iv) Eighteenth session of the Joint Maritime Commission, Paris, 24 to 29 October 1955. It considered the proposal that certain fishermen's questions should be placed on the agenda of the next maritime conference of the I.L.O., a matter further dealt with in the next section.

### **FISHERMEN'S QUESTIONS AT THE I.L.O.**

In the report of the last congress of the I.T.F. (London, July 1954) we referred to the setting up of the I.L.O. Committee of Experts on Conditions of Work of Fishermen, as the result of representations made by the I.T.F. since 1948 to realize the International Fishermen's Programme adopted by the Oslo Congress.

There were four workers' members on the tripartite Committee, all drawn from unions affiliated with the I.T.F. Originally, K. Takahashi (Japan), G. Hauge (Norway), T. Birkett (United Kingdom) and P. McHugh (U.S.A.) were nominated. Owing to urgent business in their countries, Brothers Hauge and Birkett could not attend when the Committee met (Geneva, 25 October to 4 November 1954) and were replaced by Brothers E. Ulvested (Norway) and H. Hildebrand (Germany). Brothers R. Dekeyzer (Belgium), I. Nes (Norway), and O. Becu (I.T.F.) also attended as technical advisers.

The I.L.O. had previously consulted governments as to which of a long list of fishermen's questions were ripe for international discussion. Four were selected by the I.L.O. for consideration by the Committee of Experts, namely : minimum age of entry, medical examination on entry and periodically thereafter, articles of agreement, and accident insurance. The outcome of the Committee's work was reported to fishermen's unions by our Circular No. 53 of 9 December 1954. Here we mention only the main points.

The Committee reached agreement on the texts of draft conventions on the first three of the above-mentioned questions (minimum age, medical examination, articles of agreement) and on a set of international principles concerning the fourth (accident insurance). It recommended, in a resolution, that the first three should be placed on the agenda of the

next maritime conference of the I.L.O., and that the same should be done with the fourth question after it had been discussed once more by a committee of experts.

The Committee's reasons for recommending this procedure may be briefly noted. There is no special I.L.O. machinery for fishermen's questions and little or no prospect of any being established in the foreseeable future. It was thought that, subject to a satisfactory representation of fishermen's interests, faster progress could be made through the maritime machinery of the I.L.O. than through its general machinery. By satisfactory representation was meant that in the event of any fishermen's questions being discussed by an I.L.O. conference, the delegations to it should include a sufficient number of persons representative of governments, employers, and workers who have a wide knowledge of the conditions of work of fishermen.

Unfortunately this hope was not realized when the matter came up at the eighteenth session (Paris, October 1955) of the J.M.C., the advisory body of the I.L.O. on maritime affairs, as the shipowners were not agreeable to fishermen's questions being discussed in the manner suggested. They were willing, however, to support a recommendation to the Governing Body of the I.L.O. that an item covering fishermen's questions should be placed on the agenda of the 1957 General Labour Conference. This approach was also unsuccessful, however, owing to the procedural difficulties explained in Circular No. 57/F2 of 30 November 1955, which was sent to all affiliated fishermen's unions.

The position at the time of closing this report therefore is that the above-mentioned fishermen's questions have been promised full consideration for inclusion in the agenda of the general conference of the I.L.O. of 1958.

It remains to report that the I.L.O. Committee of Experts adopted a resolution which expressed the view that there were a number of other questions concerning conditions of work in the fishing industry which should be considered as well as the four already mentioned, (1) Safety of fishermen at sea and on board, (2) Certificates of competency of fishermen, (3) Unemployment insurance of fishermen, (4) Sickness insurance of fishermen, (5) Accommodation on board fishing vessels, (6) Medical care on board fishing vessels, (7) Vocational training for fishermen. The I.L.O. was requested to keep these questions under study and to bring forward suggestions concerning future action, including the possibility of convening another session of a committee of experts.

A long road has been travelled since the Maritime Conference at Seattle (1946) instructed the I.L.O. to undertake the preparatory work necessary for the drafting of an International Charter for Fishermen, similar to that adopted for the seafarers. We are not at the end of the road yet, but if the fishermen's unions in the different countries take the closest possible interest in international work, and give it the fullest support, the time should not be distant when the first international social legislation is secured for the fishing industry and the foundation is built upon which progress can be made.

## THE PROBLEM OF TERRITORIAL WATERS

As known, this is a problem which has been causing deep concern for a number of years, owing to the arbitrary action of certain states in extending their territorial waters from the traditional three miles to four, six, twelve, and in very extreme cases two hundred miles. Disagreement also exists between countries as to the base-line from which territorial limits should be measured.

Fishermen have been particularly affected by the incidents resulting from this confused state of affairs. Both at the London Congress of 1954 and previously at the Stockholm Congress of 1952 resolutions were adopted urging the United Nations to deal with this serious problem with the utmost urgency. The resolutions were duly communicated to the United Nations. Besides, affiliated unions concerned were invited to back up these representations at the national level by exerting pressure upon governments to assist the United Nations' efforts to find a satisfactory solution to the problem.

As already reported to the London Congress, the United Nations is dealing with the problem through its International Law Commission, which applied itself to the formulation of a new code of international law dealing with the high seas, territorial waters and fisheries protection. Draft proposals of the Law Commission were considered by a U.N. General Assembly in October 1954, and were referred to governments for their comments. The final proposals subsequently drafted by the International Law Commission are to come before a meeting of member-countries, after which they will be dealt with by the General Assembly of the United Nations in the spring of 1956.

The proposed code is composed of provisions dealing with navigational rights and provisions dealing with rights to natural resources in and over the so-called continental shelf, including fish. The provisions dealing with fishing include the establishment of arbitration machinery for settling international disputes relating to territorial waters and the high seas. This machinery would consist of an arbitral commission chosen by agreement between the parties. Failing that, it would be selected by the U.N. Secretary-General in consultation with the Food and Agricultural Organization.

The code also calls for the negotiation of agreements on measures to conserve sea resources in the case of two or more states fishing in the same area. If no agreement could be reached, the arbitration machinery would be set in motion. The code would recognize coastal states as possessing special interests in contiguous seas and would grant them equal footing in any research or regulation system for the area concerned whether they fish or not. A coastal state interested in maintaining sea resources off its own coast would be able to adopt unilateral conservation measures in the event of no agreement being reached with other interested states within a reasonable time. Such measures, however, would have to be based on scientific evidence as to the necessity for conservation, and discrimination against foreign fishermen would not be permissible.

The code would define as the high seas all parts of the sea not included in the internal or territorial waters of a state. The Law Commission decided that international law does not justify an extension of



territorial waters beyond twelve miles and does not require any state to recognize a limitation of territorial waters in excess of three miles. The right to fish on the high seas was confirmed by the Commission, which made no exceptions to that principle in the case of high seas covering the continental shelf, save with regard to sedentary fisheries. For the proposed code's provisions concerning navigational rights and the like, see the report of the Seafarers' Section.

Affiliated unions of fishermen and seafarers were consulted on their views on the proposed code in December 1954, with particular reference to the question of territorial waters. The replies showed, as had also previous discussions on the subject, that I.T.F. unions hold that the traditional three-mile limit to territorial waters should be maintained and that fish conservation measures which involve modification of the existing situation should be subject to agreement under international conventions.

On the occasion of the tenth United Nations General Assembly (November 1955) the I.C.F.T.U. and I.T.F. submitted a joint declaration expressing the fullest support for the International Law Commission's provisional articles on the regimes of the high seas and the territorial waters. It also expressed the hope that the views of the workers engaged in navigation and fishing, whose interests are vitally affected, would be carefully considered by the U.N. General Assembly, and that the principles envisaged would be speedily and effectively implemented. As already stated, the matter is due to come up for further consideration by the International Law Commission and then the General Assembly of the United Nations in the spring of 1956.

### **FUTURE WORK OF THE SECTION**

Under the heading "Fishermen's Questions at the I.L.O." we have reported the position reached with the questions taken up on the Committee of Experts on Conditions of Work of Fishermen. Its recommendations are :—

- (a) that four questions should be made the subject of international instruments: minimum age of entry, medical examination, articles of agreement and (after further consideration by a committee of experts) accident insurance.
- (b) that seven other questions should be kept under constant study by the I.L.O.: safety at sea and on board, certificates of competency, unemployment insurance, sickness insurance, accommodation on board, medical care on board, and vocational training.

Other questions which have been discussed at previous conferences of the Section are the following :

Wage structure in the fishing industry, with special reference to the practice regarding gross and net proceeds.

Trade union organization of fishermen, with special reference to the question of self-employed persons.

Representation of fishermen at international conferences dealing with questions concerning the fishing industry.

Attention may also be drawn to various points of the International Fishermen's Charter (Oslo, 1948) which are not covered by the foregoing, such as hours and manning, engagement of fishermen through recognized hiring halls, and annual holidays.

It has seemed expedient to concentrate attention on a limited number of these questions and on bringing about the necessary I.L.O. machinery for dealing with them. It is hoped that an exchange of views at the conference of the Section in Vienna will indicate some order of priority for dealing with the questions enumerated above, and that it may be possible in the not too distant future to hold a separate conference of the Section to draw up a new programme of activities.

## *Inland Waterway Workers' Section\**

### **CONFERENCE OF INLAND WATERWAY WORKERS' SECTION, LONDON, 18 JULY 1954**

During the two years under review, the only conference of the Inland Waterway Workers' Section took place in London, 18 July 1954 during the Biennial Congress. Representatives attended from affiliated organizations in Austria, France, Germany, Sweden, Switzerland and the United Kingdom. The late A. Deakin, then President of the I.T.F., and the General Secretary were also present.

T. Smeding (Netherlands) and H. Hildebrand (Germany) were unanimously elected Chairman and Vice-Chairman of the Section respectively.

In view of the small size of the Section, it was agreed that a section committee was unnecessary and that a limited section conference should be held from time to time to discuss problems in which those of its members attending were particularly interested. The following were chosen as members of the section conference: Austria, L. Brosch; Belgium, L. Eggers; France, G. Piquemal; Germany, H. Hildebrand; Netherlands, T. Smeding; Pakistan, open; Sweden, Hj. Svensson; Switzerland, open; United Kingdom, open.

A resolution was unanimously adopted on fair job evaluation on inland waterways, namely, the equating of travelling time with working time; stressing that efforts nationally to secure such equation had previously failed since employers always cited international competition as an excuse, the resolution recommended the Secretariat to approach governments concerned with a view "to securing by negotiation the equation of travelling time with working time" since a "satisfactory regulation for the Inland Waterway Workers can only be obtained on an international basis."

The Conference noted that although a Convention relating to social security for Rhine inland navigation personnel had been ratified and applied by the countries concerned, that dealing with working conditions had—at that time—been ratified by Germany only.

\* Other items of interest to the Inland Waterway Workers' Section will be found on pages 40, 137.

The conference took cognizance of the statement by the Austrian delegate, that, concerning the resumption of free traffic on the Danube as far as the Black Sea, Hungary, Bulgaria and Rumania must be regarded as under-developed countries from the trade union point of view, and in these three countries the principle of the seven-hour minimum nightly rest, for instance, might be violated.

The French delegate reported on the uses to which the subsidy of 720,000 francs to the Force Ouvrière trade union at Strasbourg had been put and the results achieved.

### **I.L.O. SPECIAL TRIPARTITE CONFERENCE COVERING RHINE BOATMEN, GENEVA, JANUARY 1954**

A special Conference for Rhine Boatmen was convened by the I.L.O. in Geneva, January 1954; workers' representatives were: L. Eggers (Belgium); G. Piquemal (France); H. Hildebrand (Germany); T. Smeding (Netherlands); W. Brunner (Switzerland). The I.T.F. Assistant General Secretary attended as an observer.

The meeting was called to discuss the Agreement Concerning the Conditions of Employment of Rhine Boatmen, drawn up by the Special Tripartite Conference, November-December, 1949, and unanimously adopted by the Conference of Governments concerning Rhine Boatmen, Paris, 27 July 1950. Between 25 and 30 September 1950 the Agreement was signed by Belgium, France, Germany and Holland. In addition the Agreement was ratified by Germany on 4 June 1952. Switzerland, although signatory to the final act of the Conference of Governments concerning Rhine Boatmen, was the only State riparian to the Rhine which had not seen its way to signing the Agreement itself because of certain difficulties raised by the Swiss organizations interested in Rhine navigation. Switzerland asked for an interpretation of the stipulations on night rest to the effect that night rest may be shortened by agreement between the skipper and crew. The parties concerned could not agree to such an interpretation and Switzerland then asked for a revision of the Agreement.

At the I.L.O. Special Conference the Agreement was revised. The revised Agreement stipulates, as did the old, that the night rest must be twelve hours in winter and ten hours in summer, but only seven hours must fall within the period 8 p.m. to 6 a.m. Not all members of the crew need take the full rest at the same time so that a boat can move longer than twelve hours per calendar day in winter and longer than fourteen in summer. Theoretically, a boat can move up to twenty hours in twenty-four without strengthening the minimum crew.

A revision of stipulations concerning legal holidays was also made. The revised Agreement enumerates eight holidays including 1 May, on at least seven of which boatmen must be free from the obligation to work. Regarding annual paid holidays, personnel are entitled to a day's paid holiday for each month of service and the first six-day holiday may be claimed after six months of service.

The Agreement, when ratified, will operate for three years.

**I.T.F. INLAND WATERWAY WORKERS' CONFERENCE,  
ROTTERDAM, 30-31 JANUARY 1956**

At the end of 1955 preparations were in hand for the convening of an I.T.F. Conference of affiliated organizations catering for Rhine personnel. This was scheduled for Rotterdam, 30/31 January 1956.

***Combined Sectional Activities***  
**ROAD AND RAIL COORDINATION**

At the 1954 Congress the Railwaymen's Section asked for "an appropriate priority in the programme of work for the question of protection of railways against unfair competition, especially that arising from bad working conditions in other forms of transport".

After consultation with the chairmen of the Railwaymen's and Road Transport Workers' Sections, the Secretariat convened in London on 14 and 15 October 1954 a joint meeting of the two Section Committees. At this meeting the Secretariat submitted the following documents :—

1. All I.T.F. resolutions on coordination of transport adopted since 1930 ;
2. All relevant resolutions adopted by the I.L.O. Inland Transport Committee ;
3. Policy statements by the U.I.C. (International Union of Railways) in matters of competition and coordination ;
4. Relevant policy statements by the I.R.U. (International Road Transport Union, an employer organization) ;
5. Statement of the transport policy of the I.C.C. (International Chamber of Commerce) ;
6. A joint statement by the U.I.C., I.R.U. and I.C.C. on points of agreement and disagreement between them on matters of transport competition and coordination ;
7. Extracts from relevant resolutions adopted by the Inland Transport Committee of the E.C.E. (Economic Commission of Europe) ;
8. Draft outline of an I.T.F. policy on the coordination of transport ;
9. Draft memorandum on Coordination (conceived as a complete statement of I.T.F. policy).

The two Section Committees discussed and amended the ninth document in the light of all the others and decided to ask all affiliated organizations to examine it and advise the Secretariat of any amendments deemed necessary. The amendments proposed by the railwaymen's unions have been listed and discussed in an exclusive report by Brother J. Campbell to the 1955 conference of the Railwaymen's Section.

This report and the amendments proposed by other organizations have been referred to a Committee of Experts set up by the Conference on European Transport held in Berne in September 1955. This committee has been instructed to revise the draft memorandum on coordination in

the light of this report, amendments proposed by organizations other than railwaymen and the discussion on Campbell's report at the Railway Section conference, with a view to final discussion and adoption by the 1956 Congress.

### **ORGANIZATION OF EUROPEAN TRANSPORT**

The 1952 Congress asked for the appointment of a committee to assist the Secretariat in matters of policy affecting European transport. That resolution could not be implemented. The Secretariat therefore convened in May 1954 a conference of European organizations concerned for the purpose of evolving a proposal for I.T.F. policy. The Conference was attended by twenty delegates representing thirteen organizations from seven European countries, viz. Austria, Belgium, France, Germany, Netherlands, Switzerland and the United Kingdom.

The two-day discussion showed that it was not at the time practicable to make any kind of proposals for the solution of various concrete problems such as the canalization of the Moselle, the construction of a canal linking the Rhine with the Danube, the construction of a road tunnel under the Mont Blanc, the establishment of a navigable waterway between Basle and the Lake of Constance, the implementation of the Mannheim treaty concerning navigation with commercial freedom on the Rhine, the relations between the port of Trieste and its hinterland etc. Overriding general principles thus far formulated were insufficient for working out solutions to problems of this kind. The discussion supplied the basis for further work on general principles and for the report on European transport submitted to the 1954 Congress.

That Congress anew instructed the Executive Committee to set up a committee "to assist the Secretariat in its task of keeping in touch with the activities of governmental and non-governmental international bodies concerned with European transport." Again the attempt to set up this committee failed, and the Executive Committee then decided to convene once more a conference of European organizations concerned. That Conference took place in Berne on 12 and 13 September 1955. It was attended by eighty-two delegates representing thirty-one organizations from fifteen European countries. In addition there was one European and two extra-European observers.

The Secretariat had supplied as a basis for the two-day discussion an extensive report. In conclusion the Conference adopted a resolution which, on account of its basic importance, is reproduced here *in extenso* :

#### **"Resolution on the Organization of European Transport"**

"This Conference of European transport workers affiliated with the I.T.F., meeting in Berne on 12 and 13 September 1955, reaffirms the previous declarations of Congresses of the I.T.F. concerning the economic integration of Europe. Such integration is necessary if the free nations of Europe are to survive as democratic and economically viable communities. In view of the experience of the last few years, however, the spokesmen of the European transport workers declare that an integration of Europe conceived exclusively or predominantly with a view to accommodating capitalist interests is of no interest to the workers, is not worthy of the support of the trade unions, and may even provoke their opposition.

“The Conference notes that important organizations charged by the governments to solve, among other questions, the problems of transport—e.g., the European Coal and Steel Community, the Council of Europe, the European Conference of Transport Ministers, and the European Civil Aviation Conference—deliberately exclude the trade unions of the workers concerned from their work and completely neglect problems of social policy in the transport field.

“The representatives of the workers are also excluded from the Committee of Government Delegates set up at Messina in June 1955 for the purpose of dealing with transport matters, despite the fact that the governments represented at that conference rightly declared that the time had come to take a further step towards European integration, notably in the field of transport.

“The Conference protests indignantly against this systematic exclusion of the I.T.F., and demands the immediate revision of the relevant protocols, statutes and regulations governing the activities of these bodies in order to ensure the effective cooperation of I.T.F. representatives in their work.

“Believing the participation of trade union organizations to be indispensable, the Conference considers that the following propositions—which have the support of all interested trade unions—are of vital importance to the solution of the problems confronting both national authorities and international bodies :

“A. In order to ensure the success of efforts aimed at the economic integration of Europe, it is necessary to introduce ordered conditions in the transport field, and particularly by :

“(i) the conclusion, between the European countries mainly interested in this question, of an agreement establishing the principles which should govern the sharing of international traffic between the major traffic arteries and terminal ports, with a view to the creation of a common European market ;

“(ii) concluding an agreement by virtue of which all European Governments forego discriminatory measures designed to favour national interests ;

“(iii) drawing up a rational plan for the equipment of Europe with means of transport, followed by an investment plan covering the lines of communication of European importance ;

“(iv) establishing a permanent European institution charged with making and carrying out these plans and generally organizing European transport under the supreme direction and supervision of the European parliaments and governments exercising in common, instead of separately, the rights inherent in national sovereignty.

“B. The mandate of the proposed institution should include economic and social obligations and, in particular, the duty to :

“(i) organize transport on the basis of a plan designed to provide Europe with an economic, efficient, adequate, and properly integrated transport system, capable of contributing to the

improvement of the standard of life in Europe, especially in the countries whose economic and social development has been retarded ;

- “(ii) promote social progress in the transport industry by constant endeavours aiming at the general introduction of the best conditions of work in all branches of transport.

“The Conference notes with regret that opposition by certain interests makes it impossible to create a European Transport Authority in the immediate future. It consequently approves the principle of the plan for a Permanent Committee for European Transport, adopted by the Consultative Assembly of the Council of Europe at its session of July 1955. The principle of this scheme constitutes the indispensable minimum for a more rational organization of European transport.

“Approval of the plan adopted by the Council of Europe implies fulfilment of the following two conditions :

- “(i) that the mandate of the Committee shall include obligations of a special nature ;
- “(ii) that the trade unions of the workers concerned shall have the right to appoint a certain number of the Committee’s members.

“The Conference appeals to all affiliated organizations to take all necessary steps in order to obtain the support of public opinion and the trade union movement in their respective countries with a view to inducing the governments and parliaments to take positive action aimed at the economic unity of Europe by cooperating in the establishment of a Permanent European Transport Committee.

“It instructs the Secretariat to cooperate with the European Regional Organization of the International Confederation of Free Trade Unions with a view to coordinating trade union action to secure implementation of the policy defined in the present resolution.

“The Conference further instructs the Secretariat to bring the present resolution to the notice of the Chairman of the Committee of Government Delegates set up by the Messina Conference, to the European Conference of Ministers of Transport, to the Inland Transport Committee of the Economic Commission for Europe, and to the I.L.O., with a view to its communication to the Inland Transport Committee of the I.L.O.”

In addition the Conference succeeded in setting up a Committee of Experts as demanded by the Stockholm and London Congress, viz. M. Gilbert (French Federation of Civil Servants in the Ministry of Transport), W. Mikkelsen (German Railwaymen’s Union), K. Osterkamp (German Union of Workers in Transport and Public Services), P. W. Seton (Netherlands Federation of transport workers’ trade unions) and P. Tofahrn (I.T.F. Secretariat). The first meeting of this body took place 1-2 November 1955 and decided its terms of reference.

\* \* \*

In 1955 the European Conference of Ministers of Transport published its first annual report. Making use of its consultative status with

this body, the I.T.F. Secretariat commented on this report by way of a memorandum dealing with :

1. the coordination of investments in transport on the basis of a general plan of organization for European transport ;
2. the improvement of conditions of employment in the least favoured transport industries and countries with a view to reducing the differences.

The text of this memorandum was supplied to the Berne Conference on European transport.

\* \* \*

The E.R.O. (European Regional Organization of the I.C.F.T.U.) held from 25 to 27 August 1955 a conference devoted to the "Revival of the European Idea" consequent upon the Conference of Foreign Ministers of the countries belonging to the European Coal and Steel Community on 1 and 2 June 1955 in Messina. The I.T.F. had accepted an invitation to this Conference and its delegation was composed of O. Becu, General Secretary ; J. Campbell, Member of the Management Committee ; R. Dekeyzer, Member of the Executive Committee ; G. Devaux, President of the Railwaymen's Section ; and P. Tofahrn, Assistant General Secretary.

The Assistant General Secretary acted as rapporteur to the conference on the question of integration of European transport. The Conference adopted a resolution dealing with the main problems of European integration. The statement concerning transport ran as follows :

"... the free trade unions point out that the traditional organizations and methods of international cooperation in the field of transport have proved that they cannot solve the economic problems arising in this sphere. The time is therefore ripe to establish a European authority instructed to organize transport on the basis of a plan designed to provide Europe with an efficient, adequate, economical and properly integrated transport system."

It was agreed that I.T.F. representatives would be associated with the E.R.O. Committee dealing with integration problems when their discussions affect transport.

\* \* \*

On 21 November 1955 a conference was convened jointly by the E.R.O. and the Committee of XXI (a joint body set up by the miners' and metal workers' trade unions of the Schumann countries, their international trade secretariats and the I.C.F.T.U.) to deal with the transport policy of the European Coal and Steel Community. The I.T.F. had accepted the invitation to this Conference and the delegation was composed of representatives of affiliated organizations in Belgium, France, Germany, Luxembourg and the Netherlands, together with O. Becu, General Secretary.

Discussion took place on the fact that there was no workers' representative on the Committee of Transport Experts of the High Authority of the European Coal-Steel Community, and it was decided, in order to remedy this deficiency, that the following efforts should be made :



- (i) on the national level, trade union centres of countries belonging to the Community should insist with their Governments that a transport workers' representative be included in national delegations ;
- (ii) the Committee of XXI should approach the Community's Council of Ministers with a view to ensuring that six national delegates should be admitted to the Committee of Experts, the six being chosen so that all sectors of transport were represented.

On the question of the I.T.F. maintaining a permanent link with the Community, it was agreed that approaches should be made to its President.

# VIII.

## International Trade Union Affairs

### RELATIONS BETWEEN THE I.C.F.T.U. AND THE INTERNATIONAL TRADE SECRETARIATS : REGIONAL ACTIVITIES

In the two years covered by this report, the need for the International Trade Secretariats to cooperate more closely with one another and with the I.C.F.T.U. became increasingly obvious, particularly in relation to regional activities. The following records the progress made in this field :

#### **I.T.S. Liaison Committee Meeting, 4 January 1954**

At the beginning of 1954, the I.T.S. Liaison Committee met in Brussels. O. Becu, General Secretary of the I.T.F. resigned his position as one of the I.T.S. representatives on the governing bodies of the I.C.F.T.U. as he felt it incompatible with his new position as President of the I.C.F.T.U. Accordingly, the following elections took place :

#### **EXECUTIVE BOARD**

- W. Spiekman (Clerical Workers' International).
- M. C. Bolle (Public Servants).
- W. Bock (Textile Workers) as substitute.

The second position as substitute was left open for the Metal Workers' International, pending its approaching association with the Liaison Committee.

#### **EMERGENCY BOARD**

M. C. Bolle, with W. Bock and W. Spiekman as substitutes in that order.

#### **REGIONAL FUND COMMITTEE**

W. Spiekman with M. C. Bolle as substitute.

#### **BERLIN COMMITTEE**

W. Spiekman, with W. Bock as substitute.

It was decided to recommend that the I.T.S. associated with the Liaison Committee should contribute for 1954 the sum of 1s. 0d. per thousand members to cover costs of representation on the Liaison Committee and on the Executive and Emergency Boards of the I.C.F.T.U. Discussions also took place on the possible reconstruction of the international trade union movement, with particular reference to joint regional activities.

#### **I.T.F. Executive Committee Meeting, 25 to 27 January 1954**

The I.T.F. Executive Committee, meeting in Washington, 25 to 27 January 1954, took note of and approved a report on the proceedings of the I.T.F. Liaison Committee held earlier that month. On the question of possible reconstruction of the international trade union movement, the Executive Committee was opposed to any form of integration which would in any way diminish I.T.F. activities.

## **I.T.S. General Conference, Brussels, 14 to 16 April 1954**

From 14 to 16 April 1954, a General Conference of the I.T.S. considered a number of reports and suggestions for increased cooperation between the Trade Secretariats and the I.C.F.T.U. which had been submitted by the I.T.S. Liaison Committee. The Conference was attended by representatives from all the nineteen I.T.S. ; J. H. Oldenbroek and A. Heyer represented the I.C.F.T.U.

The task of encouraging and aiding the growth of the free trade union movement in underdeveloped countries is one that cannot be performed by the I.C.F.T.U. alone. Whilst certain I.T.S. are engaged in this worthwhile activity, the mission is too great for any single I.T.S. satisfactorily to tackle single-handedly, and calls for cooperation either through regional offices already established by the I.C.F.T.U. or by the I.T.S. setting up new joint regional offices in areas where they have a special interest. The I.T.S. General Conference therefore adopted the following resolution :

**“Considering** the necessity of strengthening and developing the free trade union movement in undeveloped and underdeveloped countries and regions ;

**“Considering** the worldwide task which the I.T.S. have to fulfil in the interests of the workers they represent ;

**“Recognizes** the urgent need of expanding their regional activities ;

**“Decides** to entrust the Liaison Committee with the task of studying in consultation and collaboration with the I.C.F.T.U. ways and means of setting up regional offices and such other measures as may be required with a view to contributing towards joint I.T.S./I.C.F.T.U. action in the several regions.”

The General Secretary of the I.T.F. submitted a report containing very tentative suggestions for possible amalgamation of some of the I.T.S. and, while most I.T.S. were favourable—in the abstract—to the idea of a reduction in their number, concrete proposals were not so well received. Positive proposals were thus for the time being ruled out.

Amongst the other decisions of the I.T.S. General Conference was agreement to increase to ten the number of members of the I.T.S. Liaison Committee ; the cost of sending representatives to the Liaison Committee to be borne by the I.T.S. concerned, instead of out of Liaison Committee funds ; I.T.S. representatives interested in the work of the I.L.O. industrial committees to meet with representatives of the I.C.F.T.U. and the Workers' Group of the I.L.O. Governing Body. Discussion also took place on the extent to which Liaison Committee decisions should be binding on the I.T.S. associated with it and, although opinion was generally against, the Liaison Committee was asked to draft Standing Orders covering this and other matters for submission to the next General Conference.

### **I.C.F.T.U. Consultative Council Meeting, 26/27 May 1954**

The problems of relations between the I.C.F.T.U. and the I.T.S. were further considered at a meeting of the Consultative Council of the I.C.F.T.U., held in Brussels on 26/27 May 1954. Here again, emphasis was on the need for closer collaboration, especially on a regional basis. It was suggested that the Liaison Committee should hammer out a programme under which several I.T.S. would be invited to join efforts to set up regional machinery, with particular attention to the most important industries in each region. It was further agreed that the I.C.F.T.U. should send out a circular to all its affiliated national trade union centres, pointing out their responsibility for ensuring that their own affiliated organizations join their respective I.T.S.

### **I.T.S. Liaison Committee Meeting, 9/10 September 1954**

The enlarged Liaison Committee met for the first time in Brussels on 9 and 10 September 1954. W. Bock (Textile Workers) was elected President, with W. Spiekman (Clerical Workers' International) Vice-President. The following elections took place for representation on the I.C.F.T.U. governing bodies :

	Representatives	Substitutes
For the Executive Board	W. Bock	C. Levinson
Emergency Board	W. Spiekman	J. Poulsen
Regional Activities Fund Committee	W. Bock	W. Spiekman
Berlin Committee	Sir William Lawther	C. Levinson
	W. Spiekman	A. Hagen
		W. Bock

Since the I.C.F.T.U. could not be expected to continue to bear alone the burden of staffing and finance involved in attending to the business of the Liaison Committee and other work of the I.T.S., the Committee decided to recommend an increase in its contribution from 1s. 0d. to 2s. 6d. per thousand members per year, to meet part of the expenses of the Liaison Committee Secretariat ; it was also agreed that expenses of Committee members attending its meetings should in future be borne by the individual I.T.S. to which they belong, instead of by the Liaison Committee fund.

In pursuance of a decision of the General Conference of I.T.S. in Brussels in April 1954 to "entrust the Liaison Committee with the task of studying in consultation and collaboration with the I.C.F.T.U. ways and means of setting up regional offices and such other measures as may be required with a view to contributing towards joint I.T.S./I.C.F.T.U. action in the several regions", the Committee dealt with a document which contained, among other things, proposals for urgent action. After considerable discussion, it was decided to recommend to all I.T.S. that, as from 1 January 1955, they should pay annually a contribution of £1 per thousand members to a fund for joint regional activities. The Secretariat of the Liaison Committee was instructed to submit to the I.T.S. a plan for the employment of the fund. A programme of action is to be drawn up which will enable the Regional Activities Fund Committee of the I.C.F.T.U. and the Liaison Committee to submit to the I.T.S. proposals for joint urgent activities in the regional field.

It will be recalled that a previous General Conference of the I.T.S., held in Amsterdam in 1950, also called upon the I.T.S. to contribute £1 per thousand members per year to the I.C.F.T.U. Regional Activities Fund. This decision was not acted upon by all the I.T.S., several of whom made no contribution whatsoever and others only a part of what had been decided upon. The I.T.F. General Council Meeting in 1951 decided that only one half of the £1 a year should be handed over to the I.C.F.T.U., and that the other half should be retained for the I.T.F.'s own considerable work in this field, and that its 1953 meeting, after reconsidering the matter in the light of experience, decided to cease contributions to the I.C.F.T.U. regional fund and to use all the money for the I.T.F.'s own regional work. For the years when payments were made, a total of £1,802 was contributed by the I.T.F.

Although a programme of joint action had still to be formulated, a general approach to the problem was made by the I.C.F.T.U. Regional Committee, which had considered the possibility of :

1. Certain I.T.S. providing their own staff representatives (individually or jointly) to work out of the regional offices of the I.C.F.T.U. already established ;
2. Interested I.T.S. convening joint regional conferences in, say, Africa and Latin America ;
3. Joint missions (say, in the Middle East) ;
4. Coordinated training programmes, including I.T.S. scholarships for I.C.F.T.U.-run courses.

#### **I.T.F. Executive Committee Meeting, 12 to 14 January 1955**

At its London meeting of 12 to 14 January 1955 the I.T.F. Executive Committee approved the increase in contributions to the I.T.S. Liaison Committee from 1s. 0d. to 2s. 6d. per thousand members per year. It also decided to reply to a questionnaire framed by the Liaison Committee regarding the possible amalgamation of certain I.T.S., stressing that the I.T.F. itself did not wish to take the initiative and make amalgamation proposals of its own to any other I.T.S. It was further agreed to take advantage of the questionnaire for raising the problem of transport workers affiliated with the International Federation of Public and Civil Services.

The meeting decided (Brother Lyon opposing) to recommend to the I.T.F. General Council the resumption of payments to the I.C.F.T.U. Regional Activities Fund at the annual rate of £1 per thousand members, subject to review after one year, payment entailing the right to participate in the control of the use of the monies.

#### **I.T.S. Liaison Committee Meeting, 8/9 March 1955**

At the I.T.S. Liaison Committee meeting, Brussels, 8/9 March 1955, regional activities and collaboration between the I.T.S. and the I.C.F.T.U. again loomed large in the discussions. There was ready agreement that the I.T.S. must speedily intensify their regional work, notably in Latin America. On the financial side, the hope was expressed that all I.T.S. representatives would come to a firm decision regarding the annual contribution of £1 per thousand members to the I.C.F.T.U. Regional

Activities Fund at the General Conference of the I.T.S. in May 1955. It was stated that certain I.T.S. had indicated their inability to contribute to this amount ; others were willing both to subscribe the required sum and to carry on with their own regional activities.

A discussion also took place on I.T.S. participation in I.C.F.T.U. educational activities.

### **General Conference of the I.T.S., 19 May 1955**

At this meeting, held in Vienna, all I.T.S. were represented with the exception of the Universal Alliance of Diamond Workers.

It was agreed that each I.T.S. should contribute annually 2s. 6d. per thousand members towards the Liaison Committee Fund.

After prolonged discussion, it was also agreed to implement the I.T.S. Liaison Committee recommendation and ask that each I.T.S. contribute annually £1 per thousand members to the I.C.F.T.U.

### **I.T.F. Executive Committee Meeting, 13/14 June 1955**

The E.C. meeting in Helsinki, 13/14 June 1955, authorized the Secretariat to enter into initial discussions on the possibility and desirability of amalgamation of the I.T.F. with the International Federation of Public and Civil Services and to report on the subject to the next meeting of the Executive Committee.

### **I.T.F. General Council Meeting, 15/16 June 1955**

At its meeting in Helsinki, 15/16 June 1955, the General Council agreed that the I.T.F. should contribute to the I.C.F.T.U. Regional Activities Fund at the annual rate of £1 per thousand members for whom contributions are received from the Edo Fimmen Trade Union Fund ; that of the £1, one half should be remitted forthwith, the balance to be forwarded a year from that date when the regional work of the I.C.F.T.U. came up for review ; that the I.T.S. Liaison Committee should be requested to consider the question of a programme for I.C.F.T.U. regional work.

### **I.T.S. Liaison Committee Meeting, 7 November 1955**

At its meeting on 7 November 1955 in Brussels of the I.T.S. Liaison Committee, it was decided that all I.T.S. which had not then paid the contribution of 2s. 6d. per thousand members to the Liaison Committee fund should be requested to do so, or to afford reasons for non-compliance with the recommendation of the Vienna I.T.S. General Conference.

Other decisions taken were that the I.T.S. Liaison Committee Secretariat should draft a document on the duties of an I.T.S. representative in Geneva ; with regard to joint action and the setting up of joint regional offices wherever a group of I.T.S. thought it necessary, all the I.T.S. were to be consulted by the Secretariat ; the wish was expressed that the I.C.F.T.U.'s expenses in connection with the work of the I.T.S. and the Liaison Committee should be refunded to the I.C.F.T.U.

The Conference had before it detailed documentation listing those I.T.S. already having branch or regional offices, those planning to send delegations to any of the principal regions of the world, those contemplating special efforts in the field of publications, methods used in financ-

ing individual I.T.S. regional activities and specific training programmes. It was decided that the document should be used by the I.C.F.T.U. as a basis for proposing joint action at regional level.

### **EUROPEAN REGIONAL ORGANIZATION OF THE I.C.F.T.U. CONFERENCE, STRASBOURG, 3-5 NOVEMBER 1954**

A European Regional Conference of the I.C.F.T.U. was held in Strasbourg from 3 to 5 November 1954. The I.T.S. were invited to attend in observer capacity, the I.T.F. being represented by Brother Tom Yates. The agenda, which was devoted almost entirely to internal organization and administration of the E.R.O., also discussed the Free Trade Union Movement in Europe from the point of view of economic prospects, social integration and the defence of human freedom and democracy.

### **EUROPEAN REGIONAL ORGANIZATION OF THE I.C.F.T.U. ECONOMIC COMMITTEE MEETING, BRUSSELS, 18 JULY 1955**

This meeting, at which the I.T.F. was represented by P. Tofahrn, was called to examine a draft declaration on the Revival of the European Idea, to be discussed at a special conference to be held 25 to 27 August 1955. Decisions taken at that conference appear in the following paragraphs.

### **I.C.F.T.U. CONFERENCE ON REVIVAL OF EUROPEAN IDEA, BRUSSELS, 25 to 27 AUGUST 1955**

The I.C.F.T.U. (European Regional Organization) convened a Trade Union Conference for the Revival of the European Idea in Brussels from 25 to 27 August 1955. Representatives attended from national centres in Austria, Belgium, France, Germany, Italy, Luxembourg, Norway, Netherlands, the Saar, Switzerland and the United Kingdom. Seven I.T.S. were represented, the I.T.F. by O. Becu, P. Tofahrn, J. Campbell, R. Dekeyzer, and G. Devaux. J. H. Oldenbroek, A. Braunthal, and S. Nedzynski attended on behalf of the I.C.F.T.U. The European Coal and Steel Community, the Organization for European Economic Cooperation, the Council of Europe, the I.L.O., and the European Payments Union were represented.

Three resolutions were unanimously adopted and forwarded to the I.C.F.T.U. European Regional Organization Executive Committee for action; the first, requesting an early congress of miners, metal workers, and national centres of the six European Coal and Steel Community member-countries with a view to achieving the social objectives of the Messina Declaration urging the progressive harmonization of social policies, the congress to give priority to reduction of working time, payment for extra performance and holiday duration and remuneration; the second, noting the considerable importance of atomic energy in economic expansion, called on the E.R.O. Executive Committee to authorize the creation of a Standing Committee on Atomic Energy; the third proposing the creation of a Study Committee in which European trade union organizations most concerned will participate by sending experts.

The Conference finally issued a Statement on the Revival of the European Idea, pointing out that the necessity of raising living standards and for securing full employment in all countries was the determining reason for the free trade unions seeking European-wide solutions of economic problems, and demanding that every step towards economic cooperation and integration should be accomplished within the framework of full employment and social progress in general, including an upward adjustment of social conditions. The Statement confirmed that free trade unions were in favour of a progressive liberalization of trade between as many European countries as possible, of integration of the complete economy of every democratic country of Europe, and of the free workers of Europe throwing all their strength into the campaign for economic and social cooperation.



# IX.

## Relations with International Official Bodies

### INTERNATIONAL LABOUR ORGANIZATION

In the two years under review close contact was maintained with the various organs of the I.L.O. ; the following is a list, in chronological order, of meetings attended by I.T.F. representatives ; it is not considered desirable in this chapter to record actual decisions of the meetings, since such information is fully given under the appropriate sectional reports (Chapter VII) :

		<b>1954</b>
18 - 23 January ...	...	Special Tripartite Conference covering Rhine Boatmen.
15 - 26 February ...	...	I.L.O. Inland Transport Committee (Fifth Session).
5 - 8 April ...	...	Joint Maritime Commission Subcommittee on Short Sea Trades.
26 April - 8 May ...	...	I.L.O. Committee of Experts on Dock Safety Convention.
25 October - 11 November		I.L.O. Committee of Fishery Experts.
		<b>1955</b>
24 - 29 October ...	...	I.L.O. Joint Maritime Commission (Eighteenth Session).
7 - 13 December ...	...	I.L.O. Conference on Social Security in Inland Road Transport.

During 1954/55 the I.T.F. continued to press the I.L.O. for adequate machinery to be evolved to cope with civil aviation social problems. The full history of these approaches, together with their result, appear on Page 108.

### INTERNATIONAL CIVIL AVIATION ORGANIZATION

It will be recalled that efforts to secure recognition of the I.T.F. by the I.C.A.O. began as far back as 1951. At that time our efforts were unsuccessful. During the two years under review no opportunity was lost to renew our request, which was finally granted in July 1955. The position is still, however, unsatisfactory, the I.C.A.O. reserving the right to decide which meetings the I.T.F. will be invited to attend.

### EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT

When the European Conference of Ministers of Transport was set up in October 1953, we sought representation on that body. By letter of 14 April 1954, the Chairman of the Conference notified us that such would be accorded. Although a meeting of the Conference took place from 18 to 24 October 1954, we were unable to be represented ; however, at a reception given on 19 October 1955 on the occasion of the next meeting, the Assistant General Secretary had an opportunity to address the Ministers and express the views of the I.T.F. on some of the topics up for discussion at their meeting.

## **TRANSPORT COMMITTEE OF THE EUROPEAN COAL AND STEEL COMMUNITY**

In a letter of 22 October 1954, the Liaison Committee of the European Coal-Steel Community countries drew our attention to the fact that there were no workers' representatives on the Committee of Transport Experts of the High Authority of the Community, although governmental authorities and employers' organizations were amply represented.

At the Conference of the European Regional Organization of the International Confederation of Free Trade Unions, convened in Brussels 21 November 1955, it was suggested that the I.T.F. should seek to establish closer relations with this body, particularly its Transport Committee. To this end, it was proposed that an interview should take place with the President of the Community, and arrangements were in hand for this meeting at the end of 1955.

Simultaneously, we took action with affiliated organizations of land transport workers in the six countries of the Community to submit nominations. At the end of 1955 we were awaiting their replies.

### **ECONOMIC COMMISSION FOR EUROPE**

This body—a regional committee of the United Nations Economic and Social Council—convened, under the auspices of its Inland Transport Committee, a meeting of the Working Party on Coordination of Transport from 10 to 15 May 1954. The meeting was attended by P. Tofahrn as Joint I.C.F.T.U./I.T.F. representative. Questions discussed included track costs, the extent to which the transport policy of governments conform to the principles enunciated by the E.C.E. Inland Transport Committee, financial equilibrium in transport undertakings, and tariff coordination.

The E.C.E. Inland Transport Committee Subcommittee Meeting on Rail Transport, met in Geneva from 25 to 27 October 1954, P. Tofahrn again attending. The meeting adopted five resolutions dealing respectively with the standardization and renewal of rolling stock, the pooling of freight rolling stock, rational routing, facilities afforded privately-owned wagons crossing frontiers by rail, and the causes and prevention of shunting accidents.

The I.T.F. was again represented at the E.C.E. Inland Transport Committee which met in Geneva from 12 to 16 December 1955. The Committee discussed the question of East-West tourism; the need to enforce or replace two inland waterway conventions dealing with the unification of certain rules concerning collisions in inland navigation, and the registration of vessels; the transport of heavy goods by lorry; the standardization of automatic signalling by trains at level crossings without gates; the extension of validity of certain documents for motorists; technical standards for main international traffic arteries; international tariffs and harmonization of national tariffs; coordination of transport.

### **ECONOMIC COMMISSION FOR ASIA AND THE FAR EAST**

The Inland Waterway Subcommittee of the Inland Transport Committee of the E.C.A.F.E. met in Dacca from 24-31 October 1955. We were advised of this fact by the I.C.F.T.U. but considered that the questions for discussion were of insufficient interest to warrant attendance.

We were, however, informed by Brother Randeri of the Maritime Union of India that he proposed attending and he requested any special observations we had to make. We gave various indications about questions which might be raised. Brother Randeri since wrote that our observations were extremely helpful and he informed us of his opinion of the work of the Committee. The main decisions were :

- (i) to recommend to Governments concerned uniform systems of buoyage and shore-marks for inland waterways ;
- (ii) amendments to the final draft of a Convention regarding the measurement and registration of vessels employed in inland navigation ;
- (iii) recommended a five-member Advisory Board for the Rangoon Training Centre for diesel marine-mechanics ;
- (iv) establishment of a study tour to examine inland waterway technological advances in Eastern Europe and Africa ;
- (v) examination of dredging equipment suitable for inland waterways and inland ports.

# X.

## Miscellaneous

### COMMUNIST ACTIVITIES AMONGST PORT WORKERS

On 23 September 1954 we received a report from our affiliate, the Italian National Federation of Port Workers, to the effect that the Italian Communist Party, at its meeting of 28 August, discussed ways and means of intensifying agitation amongst dockers in Belgian, British, and French ports, and of the possibility of coordinated action with fellow-Communists at these locations. We immediately informed affiliated dockers' organizations in the three countries.

### COMMUNIST ACTIVITIES AMONGST RAILWAYMEN

Under date of 1 December 1954 the French Communist Railwaymen's Federation sent out a circular inviting European railwaymen's organizations to a conference convened for 24 to 27 January 1955. The invitation, which was also signed by the French Communist Transport Workers' and Dockers' Federations, suggested that the discussion might include consideration of the aims, functions and scope of the Conference of European Ministers of Transport, of the repercussions of the decisions taken by the Ministers on the position of transport workers of the countries subject to the Conference, of action to be taken in the interests of those workers already directly threatened and adversely affected by the Ministers' decisions. Information leads us to believe that this invitation was ignored by our affiliated organizations.

### COMMUNIST MANŒUVRES FOR A MERGER OF INDIAN SEAMEN'S UNIONS

We wrote on 19 August 1955 to the National Union of Seamen of India regarding a translation we had received of a leaflet published in Urdu over the signatures of Brother Ghani, their District Secretary in Calcutta, and the Secretary of the Calcutta Saloon Committee, a Communist body which was trying to take advantage of the standing of the National Union of Seamen of India. The leaflet called for a merger between the two organizations. In reply to our enquiries, the National Union of Seamen informed us that Brother Ghani's name had been placed on the document against his will, and that the union in no way intended to accept merger proceedings with a Communist body.

### COMMUNIST DISRUPTIVE TACTICS IN WESTERN EUROPE

On 18 October 1954 the Italian Dock Workers' Federation drew our attention to a statement issued by the Italian Parliamentary Agency to the effect that the Cominform was attempting to develop in Western Europe one of the most important trade union actions to be undertaken since the inception of the "cold war". The programme was to provide for a unified political and trade union front under the direction of the Italian Communist Party, which, as the strongest of its kind in Western Europe, was to be the spearhead of revolutionary activities. Implementa-

tion of the plans was entrusted to Di Vittorio, Chairman of the W.F.T.U. and Chief of the Italian (Communist) Confederation of Labour ; it was, however, reported that he was reluctant to proceed without at least a year's preparation during which time an adequate number of specialized "activists" would be trained.

### **VISIT TO CHINA BY INDIAN TRADE UNION DELEGATION**

A delegation of Indian trade unionists having been invited by the Chinese Federation of Labour to attend 1955 May Day Celebrations in Peking, and further to make a tour of the country, a number of I.T.F. affiliates were amongst the organizations which accepted. However, after a short stay in China and before starting the actual tour of the republic, nine of the thirty-two members of the delegation decided to cut short their journey and return to India as they felt they did not want their names to be used for further Communist propaganda. All representatives of the three I.T.F.-affiliated organizations—seafarers, dockers, and railwaymen—were amongst the nine who returned.

### **I.T.F. VICTIMS OF TOTALITARIANISM**

News was received in the early months of 1954 of the brutal treatment and subsequent imprisonment of transport workers' leaders in Eastern Europe and in Franco Spain.

In Communist-dominated territory the following were definitely known to have been imprisoned : N. Issaieff, former President of the Bulgarian Railwaymen's Union ; Lazar Maglasu, former General Secretary of the Rumanian Port and Transport Workers' Union ; B. Vekilski, former Secretary of the Bulgarian Railwaymen's Union ; Sandor Millok, former President of the Hungarian Tramway Workers Union. All these unions were affiliated with the I.T.F. in the days when that was still possible and their officials were well known in pre-war I.T.F. circles. Brother Issaieff was a substitute member of the I.T.F. General Council and represented his union at several pre-war I.T.F. Congresses.

Meanwhile in Spain, eleven Socialists, among them eight officials of the clandestine Spanish National Union of Railwaymen (an I.T.F. affiliate) were tried by a Fascist military tribunal on the grounds that the eight had attempted to form a national railway committee and had been in contact with groups abroad, from which they were alleged to have received propaganda and financial aid. Sentences ranging from two to fifteen years were imposed but the terms will be much longer since most of the men had already been under police supervision after having been released following partial completion of sentence passed prior to 1939 ; under Fascist law, the remainder of the original sentences must now run concurrently with the new.

# Financial Report for 1954 and 1955

## Introduction

In the introduction to our Financial Report to the London Congress we expressed disappointment as to the figures for the two years covered by the report. We had been hoping that the report to the Vienna Congress might sound a more hopeful note, but to our regret this is not so.

Total income for the years 1953, 1954 and 1955 was as follows :

£40,808 in 1953

£43,381 in 1954

£43,073 in 1955

The increase in income between the years 1953 and 1954 is not as encouraging as may seem at first sight, since the figures for the preceding years, 1951 and 1952, were £42,121 and £43,673 respectively, while, for reasons explained in the report to our London Congress, income for 1953 was unusually low.

Now for expenditure. Figures for the three years mentioned were as follows :

£42,354 in 1953

£43,024 in 1954

£45,287 in 1955

It is clear from these figures that the trend towards rising costs, already mentioned in several of our previous reports, is still asserting itself and, while there was a small surplus in 1954, 1955 shows a deficit of more than £2,000.

Table 1 gives particulars for income and expenditure in 1954 and 1955. A comparison between the two years reveals that important increases in expenditure occurred mainly for three items, viz. (a) Salaries, (b) Meetings and conferences and (c) Telephone and telegrams. Among smaller increases we would mention the items : Publications and Affiliation fee payable. The increase in the former is explained by the cost of the publication of the London Congress Report ; the latter item represents the fee paid by the I.T.F. towards the I.C.F.T.U. Liaison Committee, which was increased in 1955, following a decision by the General Council, from 1s. to 2s. 6d. per thousand members and was paid by the I.T.F. on 4½ million members. It will be seen that there are a few other items on which a saving has actually been realised.

Table 2 gives figures for Affiliation fees received and receivable in the two years under review. In establishing this table we have tried to avoid entering as receivable, amounts not yet paid and settlement of which seemed uncertain. This explains why on the whole the total figure for 1955 remained below that for 1954.

## Special Funds

Tables 3 to 9 give particulars as to the position of the special funds operated by the I.T.F. during the years 1954 and 1955.

The Regional Fund was by decision of the Executive Committee amalgamated with the Edo Fimmen Free Trade Union Fund as from 1st January 1954. This was done for practical reasons in order to avoid duplicating administrative work and because the purposes for which these funds had been established were very similar in scope. As far as the Vigilance Committee Fund is concerned, it was decided to incorporate this, as from 31st December 1955, into the Edo Fimmen Free Trade Union Fund.

Regarding the relatively high balance of the latter fund at 31 December 1955, we wish to draw attention to the fact that this amount might be deceiving, since it includes £4,501 left over from the special contribution from the U.S.A. Brotherhood of Teamsters, earmarked for the assistance of the Italian Motor Drivers' Union (FILTAT) and to be paid out to them in 1956. Further, a sum of £1,557 was paid in 1956 to the I.C.F.T.U. in accordance with the decision taken by the I.T.F. General Council in June 1955, to contribute towards the regional activities of the I.C.F.T.U. 10s. for every 1,000 members for which a contribution to our Edo Fimmen Free Trade Union Fund had been received for 1955. Thus the balance actually available as from 1st January 1956 was only about £4,800.

However, it is our duty to record that in 1956 as in 1955 our affiliated organizations are again giving practical proof of their sympathy with those free trade unions which are in need of financial assistance because they are not yet sufficiently developed or have to face rivalry from other and powerful organizations.

We do not think that the information relating to the other funds calls for any comments as the figures speak for themselves.

We should therefore like to close this short introduction with a word of thanks to affiliated organizations for the helpfulness and understanding shown during the years under review, as in the past. Without their financial cooperation the I.T.F. would be unable to perform its task.

O. BECU.

General Secretary.

June 1956.

**REPORT OF COMMITTEE OF AUDITORS  
ON THE FINANCIAL YEARS 1954 AND 1955**

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We have examined the accounts for 1954 and 1955 and are satisfied that as presented they give a true and accurate picture of the finances of the Federation.

We have discussed a number of questions with the General Secretary and are satisfied that he and the Management Committee have the matters well in hand.

We would draw attention to the fact that the balance in the General Fund is falling to a dangerously low figure.

Signed :

JAMES HAWORTH.

J. W. STAFFORD.

22nd May 1956



## BALANCE SHEET AS AT 31st DECEMBER, 1954

	<b>£</b>	<b>£</b>	<b>£</b>
<b>SUNDRY CREDITORS:</b>			
General Accounts	3,077		
Advances	3,148		
Amounts owing to Affiliated Unions	3,217		
Affiliation fees prepaid	284		
Dutch Trade Union Centre	705		
		10,441	
<b>FUNDS:</b>			
Edo Finmen Fund		2,848	
International Fair Practices Campaign Fund		4,273	
Rhine Shipping Fund		3,660	
Relief Fund		9,593	
International Seafarers' Welfare Fund		4,536	
Spanish Trade Union Fund		9,277	
Staff Retirement Fund		91,005	
Trade Union Foundation Fund		3,945	
Vigilance Committee Fund		6,732	
General Fund		60,758	
<b>CURRENT LIABILITIES.</b>			
3 BARS OF GOLD			£ 897
CASH IN HAND, LONDON (Including Foreign Currencies)			288
CASH AT BANKS AND WITH AGENTS			33,577
<b>SUNDRY DEBTORS:</b>			
Affiliation Fees Due		2,420	
Amounts owing by Affiliated Unions		3,152	
Advances		6,108	
Dutch Bank Account Settlement		23	
Prepayments		285	
		11,988	
STOCK OF PAPER AND STATIONERY			100
			46,850
<b>CURRENT ASSETS.</b>			

	<b>£</b>	<b>£</b>	<b>£</b>
<b>FURNITURE, FIXTURES AND OFFICE EQUIPMENT:</b>			
At cost, less Sales		4,770	
Additions during year		132	
		4,902	
Less: Accumulated Depreciation		3,481	
		1,421	
<b>MOTOR CAR at Cost</b>			
		800	
Addition during year		1,832	
		2,632	
Less: Cost of Car Sold		800	
		1,832	
<b>LIBRARY, at Nominal Value</b>			
		1	
<b>ASSETS HELD FOR TRADE UNION FOUNDATION FUND:</b>			
£18,800 3½% War Loan, at Cost		18,800	
4 Bars of Gold		6,773	
		25,573	
Less: Advances made pending realisation		4,478	
		21,095	
<b>£71,199</b>			

**AUDITORS' REPORT:**

We have obtained all the information and explanations which to the best of our knowledge and belief were necessary for the purpose of our audit. In our opinion proper books of account have been kept by the Federation so far as appears from our examination of those books. We have examined the above Balance Sheet and annexed Income and Expenditure Account of the General Fund and also the other Fund Accounts which are in agreement with the books. We have issued a detailed Supplementary Report to the Executive and Management Committees of the Federation under even date. Subject thereto, in our opinion and to the best of our information and according to the explanations given to us (i) the Balance Sheet gives a true and fair view of the state of the Federation's affairs as at 31st December 1954, (ii) the Income and Expenditure Account of the General Fund gives a true and fair view of the Excess of Ordinary Income over Ordinary Expenditure for the year ended on that date, (iii) the other Fund Accounts give a true and fair view of the balances thereon as at 31st December 1954.

(Signed) HESKETH, HARDY, HIRSHFIELD & CO.  
*Chartered Accountants.*

Norwich House,  
13, Southampton Place,  
London, W.C.1.  
29th July, 1955.

£71,199

# BALANCE SHEET AS AT 31st DECEMBER, 1955

## CURRENT LIABILITIES.

	£	£
<b>SUNDEY CREDITORS:</b>		
General Accounts	5,420	
Advances	2,180	
Amounts owing to Affiliated Unions	538	
Affiliation fees prepaid	46	
Dutch Trade Union Centre	704	
Staff Savings Account	1,024	9,912
<b>FUNDS:</b>		
Edo Finmen Free Trade Union Fund	10,805	
International Fair Practices Campaign Fund	8,954	
International Seafarers' Welfare Fund	16,750	
Relief Fund	3,581	
Spanish Trade Union Fund	5	
Staff Retirement Fund	—	
Trade Union Foundation Fund	21,095	
Vigilance Committee Fund	—	
General Fund	4,518	65,708

### AUDITORS' REPORT:

We have obtained all the information and explanations which to the best of our knowledge and belief were necessary for the purpose of our audit. In our opinion proper books of account have been kept by the Federation so far as appears from our examination of those books. We have examined the above Balance Sheet and annexed Income and Expenditure Account of the General Fund and also the other Fund Accounts which are in agreement with the books. We have issued a detailed Supplementary Report to the Executive and Management Committees of the Federation under even date. Subject thereto, in our opinion and to the best of our information and according to the explanations given to us (i) the Balance Sheet gives a true and fair view of the state of the Federation's affairs as at 31st December 1955, (ii) the Income and Expenditure Account of the General Fund gives a true and fair view of the excess of Ordinary Expenditure over Ordinary Income for the year ended on that date, (iii) the other Fund Accounts give a true and fair view of the balances thereon as at 31st December 1955.

(Signed) HESKETH, HARDY, HIRSHFIELD & CO.  
*Chartered Accountants.*

Norwich House,  
13, Southampton Place,  
London, W.C.1.

20th April, 1956.

£75,620

## CURRENT ASSETS.

	£	£
3 BARS OF GOLD	...	887
CASH IN HAND, LONDON (including Foreign Currencies)	...	208
CASH AT BANKS AND WITH AGENTS	...	32,921
<b>SUNDEY DEBTORS:</b>		
Affiliation Fees Due	...	2,662
Amounts owing by Affiliated Unions	...	7,469
Fund Contributions receivable	...	1,338
Advances	...	5,325
Dutch Bank Account Settlement	...	—
Prepayments	...	172
STOCK OF PAPER AND STATIONERY	...	16,966
	...	100
	...	51,092

## FIXED ASSETS.

### FURNITURE, FIXTURES AND OFFICE EQUIPMENT:

At cost, less Sales	...	4,901
Additions during year	...	180
	...	5,081
Less: Accumulated Depreciation	...	3,481

MOTOR CAR at Cost	...	1,600
LIBRARY, at Nominal Value	...	1,832

### ASSETS HELD FOR TRADE UNION FOUNDATION FUND:

£18,800 3½% War Loan, at Cost	...	18,800
4 Bars of Gold	...	6,773
	...	25,573
Less: Advances made pending realisation	...	4,478

£75,620

TABLE 1.

**INCOME AND EXPENDITURE  
FOR THE YEARS 1954 AND 1955**

**INCOME**

	1954	1955
1. Affiliation fees ... ..	43,563	42,769
2. Other ordinary income ... ..	56	304
3. Extra-ordinary income ... ..	210	—
	£43,829	£43,073
Less extra-ordinary expenditure ... ..	448	
	£43,381	

**EXPENDITURE****I. SALARIES AND ALLOWANCES**

1. Salaries and Retirement Fund ... ..	20,619	21,109
2. Travelling allowances ... ..	1,403	1,340
3. Reports and translations ... ..	52	190

**II. RENTS, RATES AND OFFICE EXPENSES**

4. London Office ... ..	1,950	1,972
5. New York Office ... ..	2,759	2,862
6. Insurance ... ..	19	24

**III. TRAVELLING AND ENTERTAINMENT EXPENSES**

7. Meetings and conferences ... ..	5,997	6,733
8. Travelling expenses ... ..	1,947	2,025
9. Entertainment expenses ... ..	527	262
10. Motor car expenses ... ..	382	297

**IV. PUBLICATIONS, LIBRARY AND STATIONERY**

11. Journals and reports ... ..	3,894	4,381
12. Subscriptions ... ..	482	326
13. Library ... ..	158	119
14. Stationery and office sundries ... ..	456	447

**V. POSTAGE, TELEPHONE, TELEGRAMS**

15. Postage ... ..	517	489
16. Telephone and telegrams ... ..	404	878

**VI. ACCOUNTANCY, LEGAL AND GENERAL EXPENSES**

17. Accountancy fees ... ..	475	475
18. Bank charges ... ..	54	43
19. Legal charges ... ..	2	—
20. General expenses ... ..	236	372
21. Miscellaneous ... ..	466	380
22. Affiliation fee payable ... ..	225	563

	£43,024	£45,287
Motor Car depreciation ... ..	186	
Transfer to Edo Fimmen Fund ... ..	452	638
	£43,662	

TABLE 2.

**AFFILIATION FEES RECEIVED AND RECEIVABLE IN  
1954 AND 1955**

<i>Country and Organization</i>	<i>1954</i> £	<i>1955</i> £
<b>Australia</b>		
Seafarers ... ..	46	46
<b>Austria</b>		
Railwaymen ... ..	1,056	1,056
Transport Workers ... ..	323	323
<b>Belgium</b>		
Civil Aviation Personnel ... ..	8	8
Railwaymen ... ..	539	491
Tramwaymen ... ..	231	231
Transport Workers ... ..	376	363
<b>Canada</b>		
Air Line Dispatchers ... ..	1	1
Railwaymen and Transport Workers ... ..	666	676
<b>Cuba</b>		
Civil Aviation Personnel ... ..	6	—
Railwaymen ... ..	2	—
Seamen ... ..	35	—
Transport Workers ... ..	164	—
<b>Denmark</b>		
Catering Personnel ... ..	15	15
Locomotivemen (Association) ... ..	31	31
Locomotivemen (Union) ... ..	5	5
Railwaymen (Private Railways) ... ..	14	14
Railwaymen ... ..	165	163
Seamen ... ..	76	77
Ship's Firemen ... ..	27	26
Transport and General Workers ... ..	616	616
<b>Eire</b>		
Seamen and Dockers ... ..	15	15
Transport Workers ... ..	77	77
<b>Estonia</b>		
Seamen ... ..	17	17
<b>Finland</b>		
Dockers and Transport Workers ... ..	37	37
Engineer Officers ... ..	31	28
Locomotivemen ... ..	62	62
Motor Drivers ... ..	78	71
Railwaymen ... ..	231	216
Seamen ... ..	102	103
<b>France</b>		
Civil Aviation Flying Staff ... ..	11	11
Dockers ... ..	92	92
Railwaymen ... ..	508	477
Seamen ... ..	118	118
Ship's Officers ... ..	38	38
Transport Workers ... ..	108	108
Transport and Public Works ... ..	80	119
<b>Germany</b>		
Railwaymen ... ..	4,778	4,712
Transport Workers ... ..	1,572	1,591
<b>Gold Coast</b>		
Transport Workers ... ..	—	2
Carried forward ...	12,357	12,036

Country and Organization	Brought forward	1954		1955	
		£	£	£	£
	...	12,357		12,036	
<b>Great Britain</b>					
Coal Trimmers ... ..	...				4
Locomotive Engineers and Firemen ... ..	...	1,027		1,042	
Merchant Navy and Air Line Officers ... ..	...	192		193	
Radio Officers ... ..	...	57		58	
Railwaymen ... ..	...	4,313		4,261	
Scottish Horse and Motormen ... ..	...	277		231	
Seamen ... ..	...	913		913	
Shop, Distributive and Allied Workers ... ..	...	616		616	
Transport and General Workers ... ..	...	3,300		3,300	
Transport Salaried Staff ... ..	...	1,359		1,337	
<b>Greece</b>					
Dockers ... ..	...	50		50	
Railwaymen ... ..	...	162		162	
Seafarers ... ..	...	339		—	
<b>Grenada</b>					
Seamen and Waterfront Workers ... ..	...	1		2	
<b>Hong Kong</b>					
Railwaymen ... ..	...	1		1	
<b>Iceland</b>					
Seamen and Fishermen ... ..	...	26		26	
<b>India</b>					
Dock Workers, Bombay ... ..	...	40		—	
Dock Staff, Bombay ... ..	...	4		—	
Ship's Officers ... ..	...	14		15	
<b>Israel</b>					
Railwaymen ... ..	...	15		29	
Seamen ... ..	...	26		26	
<b>Italy</b>					
Dockers ... ..	...	68		—	
Railwaymen (S.A.U.F.I.) ... ..	...	56		—	
Railwaymen (S.N.F.) ... ..	...	50		—	
Seamen ... ..	...	57		—	
Transport Workers ... ..	...			50	
<b>Japan</b>					
Municipal Transport Workers ... ..	...	168		80	
Railwaymen ... ..	...	678		533	
Seamen ... ..	...	281		245	
Travel Bureau Workers ... ..	...	7		6	
<b>Kenya</b>					
Dock Workers ... ..	...			3	
Railwaymen (African) ... ..	...	5		8	
Transport and Allied Workers ... ..	...	5		—	
<b>Luxembourg</b>					
Railwaymen ... ..	...	90		92	
<b>Netherlands</b>					
Civil Aviation Flying Staff ... ..	...	12		11	
Civil Aviation Ground Staff ... ..	...	18		15	
Railwaymen ... ..	...	391		374	
Ship's Officers ... ..	...	119		137	
Transport Workers ... ..	...	551		543	
<b>New Zealand</b>					
Cooks and Stewards ... ..	...	13		13	
Locomotive Engineers and Firemen ... ..	...	16		—	
Seamen ... ..	...	62		31	
<b>Nigeria</b>					
Dock Workers ... ..	...	5		—	
Railway Technical Staff ... ..	...			8	
	Carried forward ...	27,741		26,451	

<i>Country and Organization</i>	<i>Brought forward</i>	<i>1954</i> £	<i>1955</i> £
	...	27,741	26,451
<b>Norway</b>			
Civil Aviation Ground Staff	... ..		6
Engineer Officers	... ..	62	62
Locomotivemen	... ..	36	36
Mates	... ..	62	67
Railwaymen	... ..	339	351
Seamen	... ..	524	539
Transport Workers	... ..	377	383
<b>Nyasaland</b>			
Asian Railwaymen	... ..	2	2
<b>Pakistan</b>			
Merchant Navy Officers	... ..		2
Radio Officers (Civil Aviation)	... ..		1
<b>Poland</b>			
Merchant Navy Officers in London	... ..	3	3
<b>Rhodesia</b>			
Railwaymen	... ..	72	72
<b>Saar</b>			
Railwaymen	... ..	123	123
Transport Workers	... ..		28
<b>St. Lucia</b>			
Seamen and Waterfront Workers	... ..	10	—
<b>South Africa</b>			
Transport Workers	... ..	46	46
<b>Spain</b>			
Railwaymen	... ..	46	46
Transport Workers	... ..	39	39
<b>Sweden</b>			
Commercial Employees (Civil Aviation)	... ..	42	46
Engineer Officers	... ..	62	63
Railwaymen	... ..	1,027	970
Seamen	... ..	249	231
Transport Workers	... ..	678	678
<b>Switzerland</b>			
Public Services (Civil Aviation)	... ..	10	12
Railwaymen	... ..	960	960
Transport Workers	... ..	157	157
<b>Trinidad</b>			
Seamen and Waterfront Workers	... ..	31	31
<b>Tunisia</b>			
Dockers	... ..	18	22
Railwaymen	... ..	31	36
<b>United States</b>			
Airline Pilots	... ..	100	134
Machinists	... ..	475	499
Radio Officers	... ..	30	30
Railwaymen (R.L.E.A.)	... ..	6,695	6,992
Seamen (S.I.U.)	... ..	1,122	1,020
Seamen (N.M.U.)	... ..		416
Teamsters and Warehousemen	... ..	1,080	1,000
Transport Workers	... ..	1,303	1,377
<b>Uruguay</b>			
Railwaymen	... ..	11	20
		£43,563	£42,951
<i>Less: overprovision and fees not taken into account</i>			182
			£42,769

TABLE 3.

<b>EDO FIMMEN FREE TRADE UNION FUND</b>						£
Balance at 1st January 1954	...	...	...	...	...	2,142
<b>CONTRIBUTIONS IN 1954:</b>						£
<b>Austria</b>						
Railwaymen	...	...	...	...	...	210
Transport Workers	...	...	...	...	...	42
<b>Belgium</b>						
Civil Aviation Personnel	...	...	...	...	...	13
Transport Workers	...	...	...	...	...	75
<b>Canada</b>						
Railwaymen	...	...	...	...	...	90
<b>Denmark</b>						
Locomotivemen	...	...	...	...	...	12
Railwaymen	...	...	...	...	...	36
Seamen	...	...	...	...	...	15
Transport Workers	...	...	...	...	...	40
<b>Estonia</b>						
Seamen	...	...	...	...	...	10
<b>Finland</b>						
Locomotivemen	...	...	...	...	...	10
Railwaymen	...	...	...	...	...	30
Seamen	...	...	...	...	...	20
Ship's Engineers	...	...	...	...	...	10
<b>Germany</b>						
Railwaymen	...	...	...	...	...	848
Transport Workers	...	...	...	...	...	321
<b>Great Britain</b>						
Locomotive Engineers and Firemen	...	...	...	...	...	204
Merchant Navy and Air Line Officers	...	...	...	...	...	13
Railwaymen	...	...	...	...	...	720
Scottish Horse and Motormen	...	...	...	...	...	54
Seamen	...	...	...	...	...	180
Transport Salaried Staff	...	...	...	...	...	184
<b>Greece</b>						
Railwaymen	...	...	...	...	...	38
<b>Luxembourg</b>						
Railwaymen	...	...	...	...	...	18
<b>Netherlands</b>						
Merchant Navy Officers	...	...	...	...	...	140
Transport Workers	...	...	...	...	...	105
<b>New Zealand</b>						
Cooks and Stewards	...	...	...	...	...	3
<b>Norway</b>						
Locomotivemen	...	...	...	...	...	7
Mates	...	...	...	...	...	12
Railwaymen	...	...	...	...	...	66
Seamen	...	...	...	...	...	68
Engineer Officers	...	...	...	...	...	4
Transport Workers	...	...	...	...	...	73
<b>Sweden</b>						
Railwaymen	...	...	...	...	...	204
Seamen	...	...	...	...	...	16
Transport Workers	...	...	...	...	...	138
						4,029
<b>SPECIAL CONTRIBUTIONS:</b>						
German Railwaymen—Grant to Italian Union	...	...	...	...	...	425
Private Donation	...	...	...	...	...	100
						525
						6,696
						Carried forward ...

						£
						6,696
Brought forward						
CONTRIBUTIONS IN 1955:						
(including Sale of Solidarity Stamps)						£
<b>Austria</b>						
Railwaymen	...	...	...	...	...	210
Transport Workers	...	...	...	...	...	63
<b>Belgium</b>						
Railwaymen	...	...	...	...	...	134
Tramwaymen	...	...	...	...	...	45
Transport Workers	...	...	...	...	...	75
<b>Canada</b>						
Railwaymen	...	...	...	...	...	90
<b>Denmark</b>						
Locomotivemen (Association)	...	...	...	...	...	10
Locomotivemen (Union)	...	...	...	...	...	1
Railwaymen	...	...	...	...	...	35
Seamen	...	...	...	...	...	15
Ship's Firemen	...	...	...	...	...	6
Transport Workers	...	...	...	...	...	40
<b>Eire</b>						
Seamen and Port Workers	...	...	...	...	...	5
<b>Estonia</b>						
Seamen	...	...	...	...	...	72
<b>Finland</b>						
Locomotivemen	...	...	...	...	...	12
Motor Drivers	...	...	...	...	...	15
Railwaymen	...	...	...	...	...	42
Seamen	...	...	...	...	...	20
<b>France</b>						
Public Services	...	...	...	...	...	20
<b>Germany</b>						
Railwaymen	...	...	...	...	...	1,242
Transport Workers	...	...	...	...	...	851
<b>Greece</b>						
Railwaymen	...	...	...	...	...	36
<b>Great Britain</b>						
Coal Trimmers	...	...	...	...	...	1
Locomotive Engineers and Firemen	...	...	...	...	...	207
Merchant Navy and Air Line Officers	...	...	...	...	...	9
Radio Officers	...	...	...	...	...	9
Railwaymen	...	...	...	...	...	706
Scottish Horse and Motormen	...	...	...	...	...	45
Seamen	...	...	...	...	...	180
Transport and General Workers	...	...	...	...	...	750
Transport Salaried Staff	...	...	...	...	...	269
<b>Israel</b>						
Railwaymen	...	...	...	...	...	12
Seamen	...	...	...	...	...	12
<b>Iceland</b>						
Seamen	...	...	...	...	...	5
<b>Japan</b>						
Seamen	...	...	...	...	...	80
						5,324
Carried forward ...						12,020



	£	£
Brought forward ..		12,020
<b>Luxembourg</b>		
Railwaymen ... ..	18	
<b>Norway</b>		
Locomotivemen ... ..	7	
Mates ... ..	12	
Railwaymen ... ..	60	
Seamen ... ..	139	
Engineer Officers ... ..	12	
Transport Workers ... ..	74	
<b>Netherlands</b>		
Civil Aviation Ground Staff ... ..	3	
Merchant Navy Officers ... ..	23	
Railwaymen ... ..	73	
Transport Workers ... ..	105	
<b>Rhodesia</b>		
Railwaymen ... ..	5	
<b>Saar</b>		
Railwaymen ... ..	24	
<b>Sweden</b>		
Railwaymen ... ..	193	
Seamen ... ..	114	
Engineer Officers ... ..	9	
Transport Salaried Staff ... ..	9	
Transport Workers ... ..	138	
<b>Switzerland</b>		
Public Services (Civil Aviation) ... ..	3	
Railwaymen ... ..	129	
<b>United States</b>		
Machinists ... ..	75	
R.L.E.A. ... ..	3,057	
Seamen (S.I.U.) ... ..	153	
Teamsters ... ..	358	
Transport Workers ... ..	179	
	<hr/>	4,972
		<hr/>
		16,992
<b>SPECIAL CONTRIBUTIONS:</b>		
R.L.E.A. (U.S.A.) towards Latin American Secretariat	5,353	
Teamsters (U.S.A.) earmarked for Italian Motor Drivers' Union ... ..	8,021	
	<hr/>	13,374
Sundries ... ..		24
Balance of Vigilance Committee Fund transferred ...		3,245
		<hr/>
		33,635

	£	£
		33,635
Brought forward		
<b>EXPENDITURE IN 1954 AND 1955:</b>		
<b>GRANTS AND LOANS</b>		
<b>France</b>		
Dockers ... ..	204	
<b>India</b>		
Seafarers ... ..	301	
Bombay Dock Workers ... ..	500	
<b>Italy</b>		
Dockers ... ..	47	
Motor Drivers (see Special Contribution above) ...	3,571	
<b>Kenya</b>		
Transport Workers ... ..	200	
<b>Morocco</b>		
Dockers ... ..	41	
<b>Nigeria</b>		
Railway Technical Staff ... ..	427	
<b>Pakistan</b>		
Transport Workers ... ..	500	
<b>Rhodesia</b>		
African Railway Workers ... ..	1,103	
Asian Transport Workers' Conference (April 1955) ...	3,620	
Latin American Zonal Conference (October 1955) ...	1,780	
<b>TRAVELLING EXPENSES AND ALLOWANCES</b>		
Latin America ... ..	1,743	
India ... ..	198	
Italy ... ..	135	
<b>OFFICE AND MISCELLANEOUS EXPENSES</b>		
Bombay Regional Office ... ..	1,785	
Latin American Regional Office ... ..	5,447	
Asian Regional Office ... ..	794	
Printing of Solidarity Stamps ... ..	221	
Miscellaneous expenses and donations ... ..	92	
	<hr/>	22,709
Transfer to Rhine Shipping Fund ... ..		10,926
		121
Balance as at 31st December 1955 ... ..		<hr/> <u>£10,805</u>

TABLE 4.

**EDO FIMMEN FUND**

Balance at 1st January 1954 ... ..	£	92
Transfer from General Fund ... ..		452
		<hr/>
Grants and miscellaneous expenses ... ..		544
		<hr/>
		544
		<hr/> <hr/>

TABLE 5.

**RELIEF FUND**

	£
Balance at 1st January 1954 ... ..	3,026
Interest ... ..	1,316
	<hr/> 4,342
Grants and miscellaneous expenses ... ..	761
Balance as at 31st December 1955 ... ..	<hr/> <u>£3,581</u>

TABLE 6.

**SPANISH TRADE UNION FUND**

	£
Balance at 1st January 1954 ... ..	667
Miscellaneous donations ... ..	480
	<hr/> 1,147
EXPENDITURE IN 1954 AND 1955:	
Grants to Spanish trade unionists and organizations ... ..	1,142
Balance at 31st December 1955 ... ..	<hr/> <u>£5</u>

TABLE 7.

**VIGILANCE COMMITTEE FUND**

	£
Balance at 1st January 1954 ... ..	3,245
Transfer to Edo Fimmen Free Trade Union Fund ... ..	3,245
	<hr/> <u>—</u>

TABLE 8.

**SEAFARERS' INTERNATIONAL WELFARE FUND**

	£	£
Balance at 1st January 1954 ... ..		4,912
CONTRIBUTIONS RECEIVED IN 1954:		9,369
		<hr/> 14,281
Special grant ... ..	4	
Transfer to International Fair Practices Campaign Fund	<hr/> 4,684	4,688
		<hr/> 9,593
CONTRIBUTIONS RECEIVED IN 1955 ... ..		14,314
		<hr/> 23,907
Transfer to International Fair Practices Campaign Fund		7,157
Balance at 31st December 1955 ... ..		<hr/> <u>£16,750</u>

TABLE 9.

## INTERNATIONAL FAIR PRACTICES CAMPAIGN FUND

	£	£
Balance at 1st January 1954 ... ..		2,621
<b>CONTRIBUTIONS IN 1954</b>		
<b>Estonia</b>		
Seamen ... ..	59	
<b>Finland</b>		
Seamen ... ..	55	
<b>Greece</b>		
Seamen ... ..	34	
<b>Netherlands</b>		
Officers ... ..	65	
	<hr/>	213
MEMBERSHIP FEES (received through Unions and direct)		653
Transfer from Seafarers' International Welfare Fund as at 31st December 1954 ... ..		4,684
		<hr/>
		£8,171
<b>CONTRIBUTIONS IN 1955</b>		
<b>Estonia</b>		
Seamen ... ..	59	
<b>Finland</b>		
Seamen ... ..	56	
<b>Netherlands</b>		
Officers ... ..	64	
	<hr/>	179
MEMBERSHIP FEES (received through Unions and direct)		1,880
Contribution by S.I.U. towards New York Special Section's Office ... ..		2,857
Transfer from Seafarers' International Welfare Fund as at 31st December 1955 ... ..		7,157
		<hr/>
		£20,244
<b>EXPENDITURE IN 1954</b>		
Salaries, allowances and travelling expenses ... ..	3,596	
Office rent, services, printing, etc. ... ..	302	
<b>EXPENDITURE IN 1955</b>		
<b>LONDON OFFICE</b>		
Salaries, allowances and travelling expenses ... ..	3,752	
Office rent, services, printing, etc. ... ..	240	
<b>NEW YORK OFFICE</b>		
Salaries, allowances and travelling expenses ... ..	3,752	
Office rent, services, printing, etc. ... ..	331	
	<hr/>	11,290
Balance at 31st December 1955 ... ..		<hr/> <hr/>
		£8,954

# Report on Amendments to the Constitution of the I.T.F.

## Introduction

The report of the Credentials Committee which was adopted at the London Congress of the I.T.F. (July 1954) asked the Executive Committee to re-examine the provisions of the Constitution relating to voting rights at Congress, with special reference to unions in underdeveloped countries. In accordance with this request, the matter was examined at two meetings of the Executive Committee, in Helsinki (Finland) in June 1955 and in Königstein (Germany) in February 1956. At the same time the Executive Committee took the opportunity to consider whether there were any other provisions of the Constitution, besides those relating to voting rights, on which recommendations should be made.

Between the two meetings a sub-committee of the Executive Committee occupied itself with these matters. The following are the conclusions at which the Executive Committee arrived on the basis of the report of the sub-committee, and the recommendations which it wishes to make to the Vienna Congress.

## Voting Strength

The existing provisions state that voting strength at Congress shall be proportional to the financial contributions of affiliated unions (Rule VI, Paragraph 8). The Credentials Committee in London expressed the view that this was no doubt satisfactory in the case of the mature organizations of economically advanced countries, but it made a reservation in respect of organizations with limited means in underdeveloped countries. It was suggested that once a union was admitted to membership on an agreed affiliation fee, it was reasonable to give it voting rights on the same basis as other affiliated unions.

During the first discussion of the matter on the Executive Committee, in Helsinki, the conclusion was reached that the principle of relating voting strength to the financial contribution could not be discarded. Without it there was a danger of voting on paper memberships and undermining the value of effective memberships. As an attempt, however, to find a compromise between the need to retain the relationship between finance and membership and the desire to meet the case of unions in underdeveloped regions, a tentative suggestion was made that full voting rights should be allowed on the basis of an affiliation fee which amounted to not less than one half the standard rate, and proportionate rights to unions admitted at a lower figure. For instance, a union admitted to membership at one quarter of the standard rate, being one half of the half-rate, would be entitled to one half voting rights, assuming it met its financial obligations on the agreed basis. Another suggestion considered in Helsinki was that there should be different scales of affiliation fees, related to economic capacities, for different geographical regions.

When these suggestions were considered again by the Executive Committee at its next meeting, in the light of the report of the sub-committee which had studied the subject, the view was taken that the first one did not provide a solution of the problem. It did not do away with discrimination, inasmuch as it was only unions paying half the standard rate of affiliation fees or more which would enjoy full voting status, and, apart from that, the arbitrariness of the formula was calculated to cause more difficulties than it solved. The second suggestion, about establishing different scales of affiliation fees for different geographical regions, was likewise deemed impracticable at the present stage. Within any one region trade unions are not all at the same level of development, consequently some are financially stronger than others, and the same difficulty arises at the regional level of fixing a scale which is applicable to all alike. The Executive Committee felt that these difficulties can only be overcome when the regional organizations which are in process of development under the auspices of the I.T.F. have reached a more advanced stage.

Finally, it was observed that the problem under discussion was not only a matter of equity, but also one of expediency and psychology. After many years of exploitation and oppression, the peoples of the underdeveloped parts of the world are sensitive to anything savouring of discrimination. From the point of view of gaining and keeping the sympathy and goodwill of the brothers of these regions it is imperative that a solution to the whole problem be sought.

The Executive Committee recognised that the problem of voting rights called for a solution, but it considered that so far no practicable alternative to the existing system has presented itself. The fact that no complaints have been made by the unions concerned permits of the hope that time is left for continuing to study the problem.

**RECOMMENDATION :** Matters should be left as they are, but the time which remains should be effectively used for discussions with the unions concerned, in order that a realistic solution may emerge from such consultations and be considered, say, at the next Congress after Vienna.

### **Representation by Proxy**

The Constitution at present provides that delegates to Congress may represent one other organization besides their own (Rule VI, Paragraph 9). The Executive Committee in Helsinki considered a suggestion that the number of unions which may be represented by proxy should be increased.

The Executive Committee fully appreciated the case in favour of allowing unions to transfer their mandates if there are valid reasons which prevent them from being directly represented. For instance, a union may be involved in affairs of major importance at home, or a union may be unable to bear the financial expense of sending a delegation. It was observed, however, that representation by proxy should only be resorted to in case of need, as it is only a partial substitute for direct representation. With respect to voting, it was understood that unions represented by proxy would exercise the same voting strength, according to the already-mentioned finance rule, as if they were represented directly.

**RECOMMENDATION :** An adjustment of the existing practice is desirable. The number of unions which another may represent by proxy, that is in addition to itself, should for the present be increased from one to two, and the matter should be reviewed at a later date, if this should seem desirable, in the light of experience.

### **The Executive Committee**

The present position is that the Executive Committee shall consist of not less than one fourth of the members of the General Council, subject to a minimum of seven members ; that it shall include the General Secretary as an *ex officio* member and the Chairman of the Management Committee as a consultative member ; and that no industrial section of the I.T.F. shall account for more than one half of the members (Rule VIII, Paragraph 3).

As constituted at the last Congress of the I.T.F. (London, July 1954), the Executive Committee was composed of eleven members, including the General Secretary and the Chairman of the Management Committee. Of these, only one was from an extra-European country. This composition is in glaring contrast with the present world-wide character of the I.T.F. and its many affiliations outside Europe. The Executive Committee considered how the situation could be rectified.

The obvious need was to include a number of members from non-European regions, so as to adjust the present disproportion of European members. The problem was how to elect the additional members in a manner which would, on the one hand, ensure a more balanced representation of regions, and, on the other hand, retain to a sufficient degree the principle of free election and continuity of office which have hitherto characterized the Executive Committee of the I.T.F.

**RECOMMENDATION :** The Executive Committee should be enlarged by up to four members, to be drawn from appropriate regions and co-opted by and at the discretion of the members elected by the method of the secret ballot. The four co-opted members of the Executive Committee, like the elective members, should sit with full rights on the General Council.

### **The General Council**

During the discussions on the Executive Committee, the possibility was discussed of adjusting the functions of the General Council to present-day requirements (Rule VII).

In the first place, it was observed that the General Council performs various essential functions in the I.T.F. It is the panel from which the members of the Executive Committee are drawn by ballot at Congress, and which immediately after Congress meets to elect the President and the Vice-President of the I.T.F. In years between congresses, at present, the General Council meets to deal with an agenda prepared by the Executive Committee. The value of the General Council is both practical and psychological, and it is therefore important that its essential functions be preserved.

On the other hand, there is not always a full load of business for the General Council to justify a meeting in the comparatively short interval between congresses. As far as general questions are concerned, these are kept under constant review by the Executive Committee ; the

Sections in conferences and committees deal regularly with questions of sectional interest. Consequently there tends to be a shortage of major questions to lay before the General Council.

**RECOMMENDATION :** The essential purposes of the General Council can be achieved by confining its ordinary meetings to those held in connection with the Congress and by authorizing the Executive Committee to convene extraordinary meetings whenever there are important and urgent questions to discuss on a broader basis between congresses.

Another aspect of the matter is that the holding of General Council meetings between congresses is a very heavy item in the budget of the I.T.F. To hold meetings only when necessary would be a substantial economy and would facilitate the carrying out of the proposal made in the previous section for enlarging the Executive Committee by the inclusion of more representatives from the regions.

### **The Assistant General Secretary**

It will be remembered that on the occasion of the previous revision of the Constitution of the I.T.F., in Stockholm in 1952, the suggestion was made that the office of Assistant General Secretary should no longer be filled by election at Congress (Rule XI, Paragraph 2), but by an appointment to be made by the Executive Committee. It received a majority of votes, but not the two-thirds required for a change in the Constitution. The Executive Committee is of opinion that the vacancy caused by the resignation of the Assistant General Secretary, and generally the administrative situation at the Secretariat of the I.T.F., give occasion to reconsider the matter.

At present the position at the Secretariat of the I.T.F. still is that the General Secretary acts also as Secretary for five Sections: Seafarers, Dockers, Fishermen, Inland Navigation, and Civil Aviation; the Assistant General Secretary has been doing the same for two Sections: Railwaymen and Road Transport Workers. It will probably not be possible for some time yet to dispense completely with multiple posts at the Secretariat. On the other hand, the time has come when some of the sectional work must be delegated to special officers. Also there are other departments of I.T.F. work, such as regional activities, which are becoming more and more important and require the appointment of responsible officers. The possibility will have to be considered of giving some of them the status of Assistant General Secretary.

The fact that the I.T.F. may in the future need a team of Assistant General Secretaries is one reason why the Executive Committee submits that they should be officers selected by a panel rather than elected in open Congress. Another is the fact that the Assistant General Secretaries will have to perform tasks of a specialized nature. They will not only have to possess the technical qualifications for the sections or departments which they will have to run, they must also have the necessary linguistic knowledge and administrative qualities, all of which requires a process of selection which cannot be carried out satisfactorily by too large a body.

The idea of the Executive Committee is that the different sections will continue to nominate their own sectional secretaries, in the same way as in the past, and that the Executive Committee will consider the



question of the Assistant General Secretaryship in each case on its merits. The Sections can rest assured that their interests will be given the fullest weight when these appointments are considered.

An incidental point is that the Assistant General Secretary/Secretaries will act under the authority of the General Secretary. From this point of view, too, it is desirable that there should be a process of consultation and selection, which is more satisfactorily performed in a smaller circle.

**RECOMMENDATION:** The Constitution of the I.T.F. should be amended so as to provide that there shall be one or more Assistant General Secretaries, to be appointed by the Executive Committee, in such a way as to give appropriate status to officers in charge of important sections or departments of I.T.F. work.

### **Proposed Amendments to the Constitution**

The following are the specific amendments to the Constitution of the I.T.F. entailed by the recommendations set out above :

#### **AMENDMENT 1**

*Rule VI, Paragraph 9 (page 6)*

##### **Present text**

. . . No delegation may represent more than one organization in addition to its own.

##### **Proposed text**

. . . No delegation may represent more than two organizations in addition to its own.

#### **AMENDMENT 2**

*Rule VII, Paragraph 8 (page 8)*

The General Council shall meet once a year. The date of the meeting shall be announced, when possible, two months in advance.

The General Council shall normally meet immediately after the close of the Biennial Congress.

#### **AMENDMENT 3**

*Rule VII, Paragraph 10 (page 8)*

The travelling and subsistence expenses, when attending meetings of the General Council . . .

The travelling and subsistence expenses, when attending emergency meetings of the General Council . . .

#### **AMENDMENT 4**

*Rule VIII, new paragraph 5 (page 9)*

The members of the Executive Committee elected by Congress in virtue of paragraph 2 shall co-opt up to four additional members, at their discretion, with the object of ensuring appropriate representation of geographical regions. The co-opted members shall, like the elective members of the Executive Committee, become members of the General Council with full rights.

#### **AMENDMENT 5**

*Rule VIII, existing paragraph 5 (page 9)*

5. Should any vacancy occur on the Executive Committee between two sessions of the Congress . . .

6. Should any vacancy occur among the elective members of the Executive Committee between two sessions of Congress . . .

AMENDMENT 6

*Rule VIII, existing paragraph 6 (page 9)*

6. A meeting of the Executive Committee shall be convened by the Secretariat at least once between successive ordinary meetings of the General Council, or of the General Council and the Congress . . .

7. The Executive Committee shall be convened by the Secretariat at least . . . . . times per year . . .

AMENDMENT 7

*Rule VIII, existing paragraphs 7 and 8 (page 10)*

These two paragraphs should be renumbered 8 and 9 respectively.

AMENDMENT 8

*Rule XI, paragraph 1 (page 11)*

The Secretariat of the Federation shall consist of a general secretary, an assistant general secretary and . . .

The Secretariat of the Federation shall consist of a general secretary, at least one assistant general secretary and . . .

AMENDMENT 9

*Rule XI, paragraph 2 (page 12)*

The General Secretary and Assistant General Secretary shall be elected by the Congress. The secretaries in charge of sections shall be appointed by the Executive Committee at the proposal of the conferences of the sections concerned.

The General Secretary shall be elected by the Congress. The Assistant General Secretary/Secretaries shall be appointed by the Executive Committee. The secretaries in charge of sections or departments shall be appointed by the Executive Committee at the proposal of the conferences of the sections or departments concerned.

AMENDMENT 10

*Rule XI, paragraph 5 (page 12)*

The Assistant General Secretary shall attend Congresses . . .

The Assistant General Secretary/Secretaries shall attend Congresses . . .

AMENDMENT 11

*Rule XI, paragraph 8 (page 13)*

The Executive Committee shall have power to suspend from office the General Secretary or Assistant General Secretary, who shall have the right to appeal to Congress.

The Executive Committee shall have power to suspend the General Secretary, who shall have the right to appeal to Congress.

## Report on Proposals for Increasing Affiliation Fees

Among the proposals submitted to the Vienna Congress are two to increase affiliation fees. The Belgian Transport Workers' Union proposes an increase of 15 per cent and the Dutch Seafarers' and Fishermen's Union 25 per cent.

Last time an increase in affiliation fees was decided upon was at the Stockholm Congress in 1952, when the sliding scale introduced by the Oslo Congress of 1948 was increased by 10 per cent. This increase was decided on, on the proposal of the Executive Committee, because the financial position of the I.T.F. gave cause for some concern: income, though in itself not unsatisfactory, was not keeping pace with expenditure. As was pointed out in the Financial Report to the 1952 Congress, unless it was possible to increase income, expenditure would have to be cut considerably.

The following are some figures on I.T.F. income and expenditure during the years 1947-55:

Year	Income from Affiliation Fees	Expenditure
1947	£20,479	£19,589
1948	£25,988	£25,209
1949	£39,180	£32,472
1950	£39,356	£38,379
1951	£41,943	£39,269
1952	£41,387	£41,702
1953	£40,749	£42,354
1954	£43,563	£43,024
1955	£42,769	£45,287

From this table, it appears that expenditure rose during the period by nearly £25,000, whereas income from affiliation fees increased by only just over £22,000. The 1952 increase in the rate of affiliation fees did not, it will be noticed, have as marked an effect as might have been expected. Owing to various circumstances, income from affiliation fees increased but slightly: there were one or two disaffiliations and a suspension from membership, several affiliated unions showed a decrease in membership, and in a number of cases sums entered as receivable had to be written off. Average annual income for the years 1953, 1954, and 1955 was £42,327, which gives a better picture of the position than considering the years individually. On the expenditure side the figures show a steady, not to say steep, rise.

It is interesting to make a comparison with a normal pre-war year. We take 1931, the year before the coming to power of Nazism in Germany and Austria, which meant a heavy loss of membership for the I.T.F. At that time the total membership of the I.T.F. stood at nearly 2,500,000; income from affiliation fees was fl.167,600, which at the rate of exchange

then prevailing was about £13,850, while expenditure was fl.147,000, or about £12,150. Between 1931 and 1955, therefore, income increased by a ratio of 3·1, expenditure by a ratio of 3·7.

The agenda of the Vienna Congress and the plans for future activities mentioned in our various reports clearly show that expenditure not only cannot be held at the present figure, but will have to be increased, if we are to face up to the many tasks to be undertaken. There are in the I.T.F. seven industrial sections, all with their own programmes of work, while sectional work is also reflected in the active relations with bodies like the I.L.O. and various intergovernmental and non-governmental organizations. Besides sectional activities, there are our plans for extending and intensifying regional activities as much as possible.

We have referred to the steep rise in the figures for expenditure. This is, of course, due in the first place to the much higher costs of travel, rent and other office charges, telegraph and telephone expenses, and last but not least, salaries. All these factors have had some effect on total expenditure, but the biggest factor responsible for the increase in expenditure is the increase in the work load of the I.T.F.

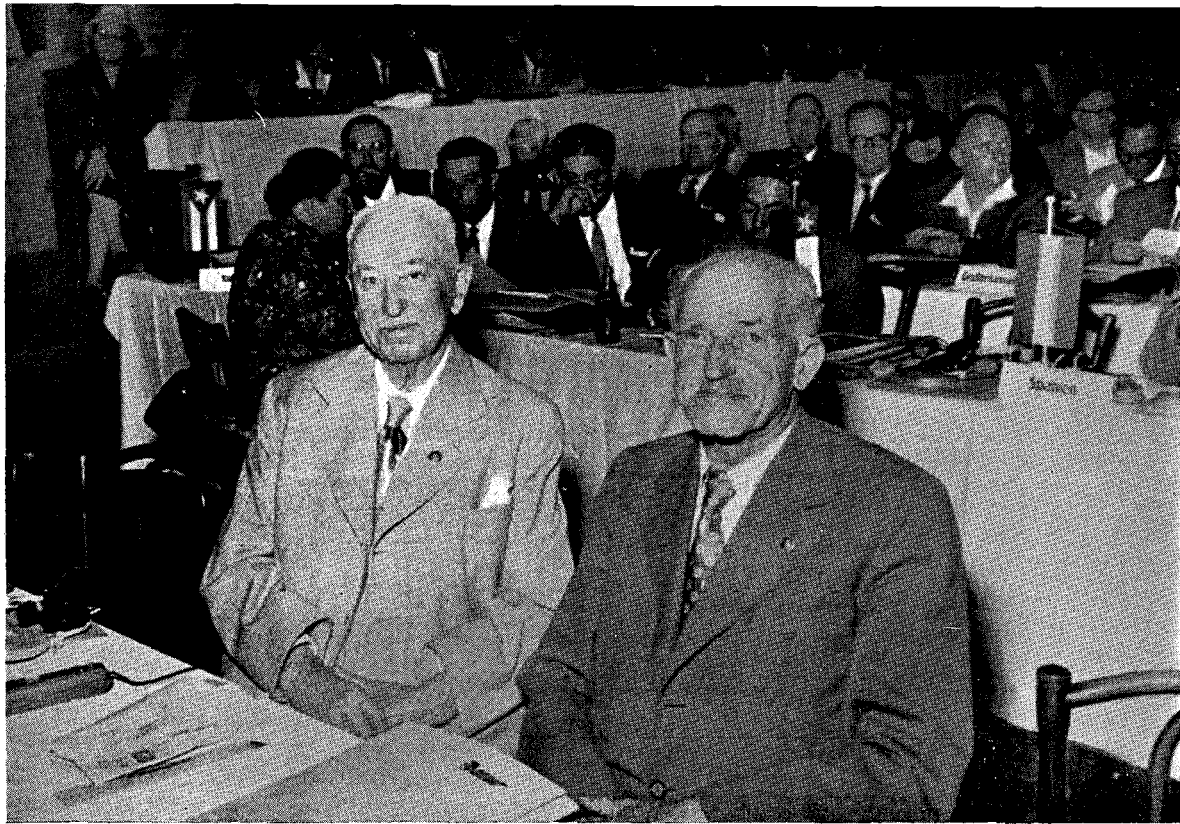
Here, we would stress that, owing to the limitations of our budget, it has not been possible to expand as much as ought to have been done. Sectional activities require the appointment of special officers, and if regional activities are to be placed on a proper basis, that is to say, if we are to give assistance to organizations in underdeveloped countries and prepare for the establishment of full-fledged regional organizations, it will also here be necessary to appoint special officers for the job, to have funds available from which grants can be made to unions, and to hold conferences and undertake all the travelling etc. thereby involved. Publications is another department to which more attention must be paid. It has, we think, been much improved in recent years, but it still needs to be further developed to bring it to the standard required for a world-wide organization like the I.T.F. In this respect, as in others, lack of finance has prevented us from doing what was really necessary. Then there is the question of office accommodation. At present, the I.T.F. occupies a set of offices at Maritime House, the head office building of the British National Union of Seamen. It does so, incidentally, at very favourable terms, as comparable accommodation would cost twice as much elsewhere in London. The accommodation is, however, inadequate to the present needs of the I.T.F. It not only permits of no further expansion, but the present cramped conditions are unfavourable to efficiency. More spacious accommodation is becoming vacant at Maritime House shortly. The rental would be about twice what the I.T.F. pays at present, though still much less than we would have to pay elsewhere. We can only consider acquiring the larger accommodation if we have the extra finance.

Two proposals for increasing affiliation fees have been laid before Congress. Before considering the probable effects of these proposals on actual finances, let us show how the two increases, 15 per cent and 25 per cent respectively, would affect the scale of affiliation fees :

Membership (50,000s)	Present scale	Increased by 15 per cent	Increased by 25 per cent
	(per thousand members per year)		
	£ s. d.	£ s. d.	£ s. d.
First	15 8 0	17 14 2	19 5 0
Second	14 6 0	16 8 10	17 17 6
Third	13 4 0	15 3 6	16 10 0
Fourth	12 2 0	13 18 2	15 2 6
Fifth	11 0 0	12 12 10	13 15 0
Sixth	9 18 0	11 7 6	12 7 6
Seventh	8 16 0	10 2 2	11 0 0
Eighth	7 14 0	8 16 10	9 12 6
Ninth	6 12 0	7 11 6	8 5 0
Tenth	5 10 0	6 6 2	6 17 6
Eleventh	4 8 0	5 0 10	5 10 0
Twelfth and subsequent	3 6 0	3 15 6	4 2 6

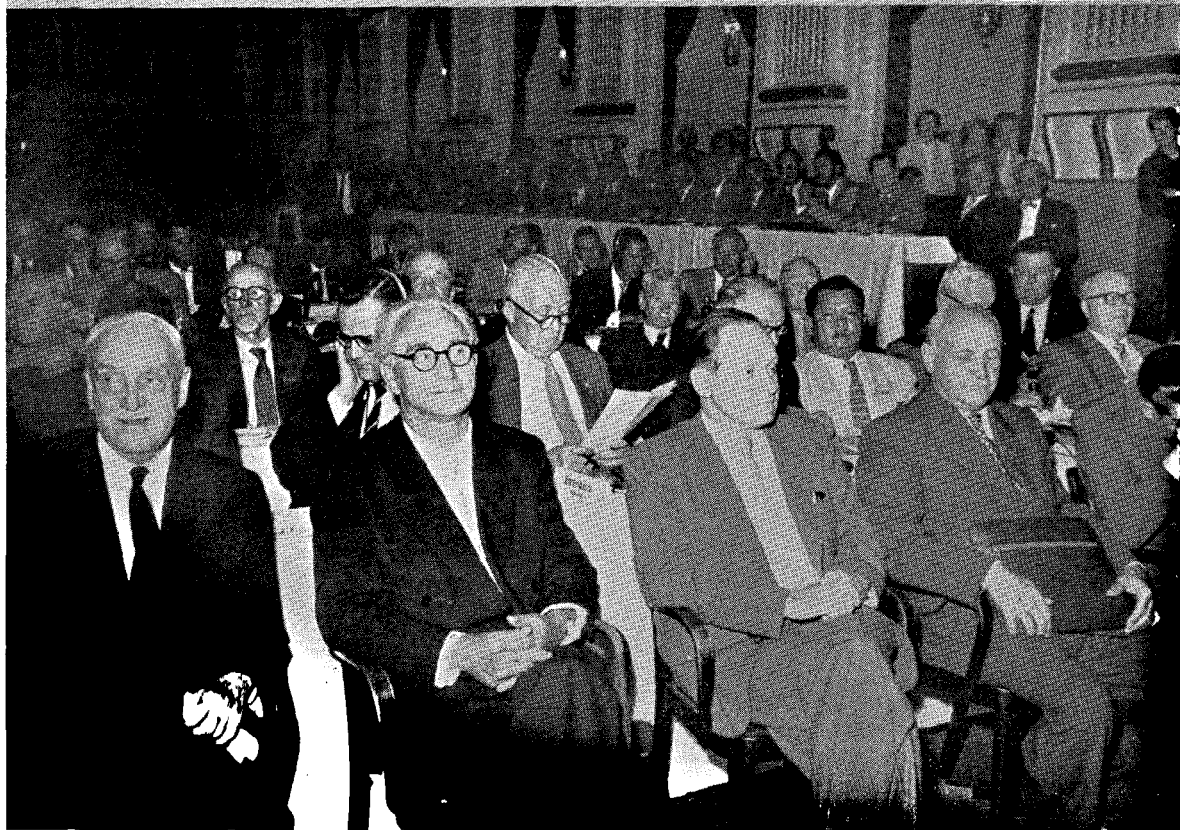
On the basis of income from affiliation fees for 1955, which was roughly £43,000, we can estimate that an increase of 15 per cent would mean an extra £6,500 and an increase of 25 per cent something like £10,750. Naturally, the amount of the increase would be affected if in the meantime there were a material change in total membership. However, these figures will help Congress to choose between the proposals.

We conclude these remarks by re-emphasizing the urgent need to strengthen the finances of the I.T.F. On the one hand, there is the constant growth in the volume of sectional activities, on the other, the constantly increasing number of organizations in underdeveloped countries which look to the I.T.F. for help and guidance and will by their feelings of loyalty and solidarity for the international movement of free trade unions more than repay our efforts on their behalf. And, as the I.T.F. is more and more successful in doing good work for affiliates and the regional work begins to bear fruit, we may expect a growth of the effective membership of the I.T.F. and an ever-wider expansion of I.T.F. influence and activity. From this point of view, too, the initial outlay involved will be extremely worth while.



Two I.T.F. veterans : Charles Lindley and Karl Weigl.

Some of the official guests : Dr. A. Schärf, Vice-Chancellor of Austria, and F. Jonas, Mayor of Vienna.





Delegations of Nigeria, Gold Coast, Grenada and Philippines.

Delegations of Latin American countries.





# Report on Intensification and Extension of Activities in all Countries for the Promotion of Free Trade Unions

The London Congress of the I.T.F. two years ago adopted a resolution which made a very strong appeal to our affiliated unions in the most advanced countries to contribute as generously as they could, morally and financially, to the efforts of the I.T.F. to encourage the growth of free trade unions in the less advanced parts of the world. It thus renewed an appeal which had been made on various previous occasions of the I.T.F. The response of unions to the appeal has been most satisfactory. In terms of finance, the voluntary donations of affiliated unions under this head amounted to about one quarter of the ordinary income of the I.T.F. from affiliation fees. Also in other ways unions were found very willing to make the biggest contribution they could, by taking part in delegations and other missions of a regional character, by giving advice and information when requested, and generally by helping and taking an interest in this department of I.T.F. activity.

In all the discussions which have taken place in the I.T.F. it has been very apparent that affiliated organizations need but little encouragement and persuasion to appreciate the importance and urgency of the question. Indeed, it is they who have taken the initiative in stressing that importance and urgency. When at the London Congress a report was submitted pointing to the organizational, economic and political, as well as moral reasons for promoting the rapid organization of labour on a free and democratic basis in the underdeveloped countries, the British N.U.R. particularly stressed that it was primarily a matter of social duty, and not merely of enlightened self-interest, and recalled how it had, jointly with the I.T.F., sent one of its most experienced officials out to help the native railway workers of Rhodesia to build their trade union on solid foundations.

In some branches of the transport industry the case for international solidarity is perhaps more apparent than in others: it was particularly pleasing that this strong and sympathetic plea came from the railway workers of one country on behalf of those of another. In the debate on that occasion speakers from other countries and industries spoke in the same vein.

The principle of regional activity has therefore been so firmly propounded in the I.T.F. that it can be taken as a basis in further deliberations. The principle having been accepted, the important thing is to translate it into a practical policy. As was said at the London Congress, we must realize that it is a long-term job, also that it is an urgent one and that the time which remains for performing it must be put to the most effective use possible.

On the same occasion it was observed that the work we can undertake, and the results we can expect to achieve, will depend in large measure upon the means available for the purpose. Some indication of



the position, as far as funds are concerned, has already been given: voluntary donations under this head amount to about one quarter of I.T.F. income from affiliation fees. We assume, if the present system of voluntary donations is continued, that the same, or if possible increased means, will be available for this work in the future.

Money, important though it no doubt is, is by no means everything, also in this connection. Another condition for success is that we find the men willing and able to undertake the tasks waiting to be done. This is perhaps the most important condition of all. I know how hard it is to spare men from the national tasks, but it is only in the measure that the national unions are able and willing to find men for the work on the regional and international plane that we can hope to make progress.

We repeat, having settled the principle of the question, it is a matter of getting down to the roots of the problem. A point we want particularly to emphasize is that, for more reasons than one, in a given country or region the organizing of the workers on a free and democratic basis is a job which ultimately must be done by the workers themselves. But meanwhile matters can be speeded up considerably by the underdeveloped countries receiving assistance and encouragement from countries which politically, economically, and socially have a start over them, and benefiting from their knowledge and experience. The first step, therefore, on the practical plane, is to arrange as much as possible for the exchange of information and experience. To what extent this takes the shape of comrades from underdeveloped countries coming to the more advanced ones to study methods and conditions, or of experienced trade unionists going out to help with advice and guidance, or of organizing conferences and courses and the like, where practical training and instruction can be imparted, or of providing funds and equipment to local unions, or of a combination of these methods, is a matter of expedience to be decided from case to case.

The important thing is now to get down to the practical task of working out the blueprints so that these things can be planned in detail. Before we do this, there are one or two points to be made clear. One is the importance of maintaining the requisite degree of centralization. If there is to be a world-wide organization developing and spreading according to a common policy and a common idea it is essential that the different regions should not wander off and lead an independent life of their own. In fact, to prevent this is one of the main concerns of regional activities. We have here, incidentally, the reason why the I.T.F. is not in favour of proposals for setting up all sorts of special federations for African workers, Asian workers, and so on. On the other hand, there is full recognition of the need for a full measure of flexibility and freedom for the regions to develop according to the needs of their own situation and environment. Hence, the point must be made that the workers of every region have both the duty and the right to manage their own affairs. Provided all the regions take part in framing the central principles and policies, and live up to them, there need be no difficulty in reconciling the two conceptions.

The need for doing everything possible to promote regional development was clearly illustrated when the Executive Committee was considering one or two issues connected with the Constitution of the I.T.F. It

will be remembered how at the London Congress the Credentials Committee raised the question of the voting rights of unions in underdeveloped countries. As known, these unions as a general rule pay affiliation fees at a reduced rate, and under the present constitutional arrangements have proportionately reduced voting rights. Though the Executive Committee examined the matter in the most sympathetic spirit, it found there was little to be done at present to remedy the situation. Take away the financial contributions as a yardstick, and one is up against difficulties such as affiliations based on paper memberships and the like. If, on the other hand, the financial criterion is retained and some kind of line has to be drawn, it is hard to see how to avoid a formula which not only fails to do away with discrimination, but introduces a new element of arbitrariness and creates more difficulties than it solves. An attempt to find a solution by basing affiliation fees on geographical regions breaks down because of the uneven economic and social development within regions.

The conclusion which seems to emerge is that the only real solution is to bring all the countries and regions to full development. Then they will be able, not only to make their full contribution to the I.T.F., also they will be entitled to full rights on an equal basis with others. That I am sure is the earnest desire of our friends of the underdeveloped regions: no half-hearted solution based on sentimentality, but practical steps to help them to develop economically and socially, so that they may occupy their place in the I.T.F. as a natural right.

To do this job we have to start at the beginning. The first step is to send delegations and missions to the countries concerned, to discuss the needs and possibilities with the comrades on the spot. This should be followed up, as soon as possible, by conferences on a regional basis, with the idea of bringing the unions of the regions into closer contact with one another and tightening their relationship with the I.T.F. Thus regional activity can be given a realistic basis, whilst retaining the community of wider purpose already stressed.

Once this amount of groundwork has been done, the next thing to consider is the setting up of an I.T.F. office for a region, with the task both of making propaganda for I.T.F. policies and programmes in the region and helping the unions as much as possible. Such I.T.F. offices should be run by persons with a full appreciation of regional conditions and needs and a profound attachment to the I.T.F. as a whole.

One could continue this train of thought and speculate what future stages of development there will be. Ultimately, one can visualize a world-wide network of regional organizations, each functioning on a regional basis and able to render effective service in connection with regional questions and problems. On this level the regional organizations would enjoy a fair measure of autonomy. The unions of the regions, nevertheless, would be directly affiliated with the I.T.F. and take part in the world-wide deliberations where the principles and policies of the I.T.F. as a whole were discussed and decided. All regions would conform to this overall pattern.

But for some time to come these are speculations about a more remote future. The other matters mentioned—the sending of delegations and missions for the purposes of propaganda and assistance, the helping

to train and educate trade union cadres for the regions, the opening of I.T.F. offices for the regions—all these are very much within the field of immediate possibilities. As a matter of fact, as apparent from the report on activities for the Vienna Congress, the I.T.F. has already moved quite a step in this direction. Thus we have recently-established I.T.F. offices functioning in Tokyo for the Asian region and in Mexico City for the Latin American region, as well as the older offices in New York and Bombay. The Vienna Congress has before it a proposal to set up one or more I.T.F. offices in Africa.

This is work which must be followed up as actively as possible. The conferences and offices have to be kept going and their activities extended and speeded up. There is no doubt that given the men and the money there is plenty to do. There is no reason to doubt either that these regional activities will benefit the unions in the regions and stimulate increasingly their interest in the I.T.F. and its efforts.

It is clear that the scheme outlined will open up a field of work which can grow proportionately to the effort we put into it. One condition is that it becomes a special department of I.T.F. work, staffed, equipped and therefore financed to the extent necessary.

Let us enlarge a little on the latter question of financing the regional work. It has more than once been agreed that the I.T.F. cannot possibly finance it from its ordinary income from affiliation fees. Accordingly it has so far been financed by means of voluntary donations from the unions. It has already been mentioned how generously affiliated unions have responded under this voluntary system. But in view of the general unanimity there is on the principle of regional activities, and in view of the general willingness to contribute voluntarily, the time seems to have come to place the financial scheme on a more regular basis.

One suggestion which may be considered, in this connection, would be for affiliated unions in industrially and socially advanced countries which are paying the ordinary affiliation fee in full to be requested to pay, also, an additional fee for regional activities on a regular basis: the proceeds from this extra contribution to be earmarked for a special regional activities fund of the I.T.F. If there should be unions which found it difficult to pay such an extra contribution, they could be dispensed from paying it by the Executive Committee, in the same way as unions of underdeveloped countries are at present exempted from paying affiliation fees at the standard rate. An additional reason in favour of such a regular arrangement would be that it would no longer be necessary to make so many appeals for voluntary donations under this head.

Evidently, only if we have an assured budget on which to base our regional activities can this work be planned on a long-term basis. Regional activities are becoming such a major department of I.T.F. finance and administration, that the separate treatment already apparent in I.T.F. reports and accounts will have to be carried through systematically.

What has been said above, is not particular to the transport sector: it applies to the international trade union movement as a whole. Consequently, we find the I.C.F.T.U. engaged on a very extensive programme of this kind. In the nature of the case, the regional activities of the

I.C.F.T.U. are general in character. At the same time, it is doing a job for the different industrial sectors which make up the whole International. Thus we find that the different International Trade Secretariats are interested in and make a contribution, moral and financial, to the regional work of the I.C.F.T.U. This is particularly so in the case of the I.T.S. which themselves lack the financial and other means for carrying on any worthwhile regional activity of their own. For them this I.C.F.T.U. activity represents very valuable pioneering work in regions they might otherwise not reach for a long time to come.

The case of the I.T.F. is rather different. It has been making a financial contribution, quite a sizeable one, to I.C.F.T.U. regional work since its inception. It has done this principally for reasons of solidarity and as an example to other I.T.S., in order to encourage them also to make a positive contribution to regional activities. But, as stated, the position of the I.T.F. is actually different : firstly, it possesses the means to execute a regional programme of its own ; in fact it preceded the I.C.F.T.U. in this field. Secondly, our regional work is so far advanced that our own specific plans are of more immediate practical consequence to us than the more general ones of the I.C.F.T.U. Thirdly, contributions which the I.T.F. makes to others are necessarily diverted from our own activities.

For 1955, the I.T.F. contribution to the regional activities fund of the I.C.F.T.U. was just over £1,500. This was in accordance with a decision of the General Council Meeting, held in Helsinki in June 1955, viz : 10s. 0d. per thousand members in respect of whom contributions were received to the special I.T.F. fund. The General Conference of International Trade Secretariats of May 1955 had requested that £1 per thousand members should be contributed to the I.C.F.T.U. fund, but the General Council of the I.T.F., at the aforesaid meeting, decided first to make a contribution of 10s. 0d. and to review the position later. The question thus arises whether the I.T.F. should increase this contribution to the higher figure or whether it should discontinue payments to the I.C.F.T.U. fund in order to ensure that the means made available by the unions of the I.T.F. will not be diffused over too wide an area, but concentrated on its own clear-cut regional projects.

These are the conclusions which we hope will be drawn from the discussion of this question at the Vienna Congress :

1. The I.T.F. must continue to apply particular attention to the extension and intensification of regional activities.
2. This work must be placed on a systematic financial and administrative basis within the I.T.F. structure.
3. Delegations and missions must be sent to appropriate regions, in accordance with a systematic plan of campaign, to perform the necessary field work preparatory to the holding of regional conferences, the setting up of regional offices, and the speediest possible development of fully-fledged regional organizations under the auspices of the I.T.F.
4. A special committee shall be set up, as part of the regional programme, to discuss and draw up regional projects and to report on the progress made to future I.T.F. congresses.

# Report on Coordination of European Goods Transport

## I. INTRODUCTION

The Conference of the I.T.F. at Berne, on 12 and 13 September 1955, which was convened for the discussion of European transport problems, decided to entrust an Expert Committee with the examination of the problems of coordination and integration of European transport and their mutual interdependence.

The Committee thought it advisable to restrict itself for the time being to the problems of coordination of goods transport only. It has, however, not neglected the question of the creation of a common European transport market, and its suggestions regarding coordination as a further step on the way to integration have taken the latter into account.

The Committee realized that a certain uniformity of the coordinating measures carried out in the various countries is a necessary prerequisite for a common European transport market. On the other hand, it came to the conclusion that a common European transport market, based on the application of entirely liberal principles, would prevent any coordination of transport.

After examination of basic principles, during which considerable reference was made to preliminary work done by the I.T.F. and its affiliated unions, the Committee was satisfied that the problems of the various means of transport may only be considered in their functional connection with transport as a whole and the entire national economy. Consequently, the Committee submits a proposal regarding coordination which takes into account the various problems according to their interdependence from the point of view of transport in national economy in a coherent and systematic sequence. Any change of even isolated principles would disturb the coherence of the system.

The Committee wishes to direct the attention of the Congress to the fact that the principles underlying coordination established in this memorandum are in first line applicable to coordination at national level. This, however, does not imply that they would not be of equal value in connection with the coordination of international transport.

## II. PREAMBLE

The determination of collective requirements or those of the entire community is a task incumbent on the State and the public authorities. Similarly, transport has to satisfy these needs. Furthermore, the development of transport forms the basis of the development of the entire national economy. Consequently, disregarding varying conditions of ownership, for these two reasons alone, the transport industry as an economic factor of the first order should be controlled by the State.

Wherever a unification of the entire transport industry has already been obtained by virtue of nationalization, economic planning measures are simplified to a certain extent. This position does, however, not exist in the majority of countries. Thus, the dualism of public and private ownership in transport creates basic and organic problems within the framework of the national economic policy.

The trends of economic policy supply one of the most important reasons for the determination of the public character of the transport industry. Due to its obligations towards the community the possibilities of the transport industry to exploit favourable economic situations are in many instances more limited than those of other industries. The stage may even be reached where in times of an economic boom, the remaining industries are subsidized by the transport industry. On the other hand, the transport industry is particularly vulnerable to economic depressions which very frequently make themselves felt there in the first place.

A further task of the State consists in safeguarding the interests of the community, even beyond those of transport users. From a usufructuary of transport, man may become its victim both as a transport user and a worker and finally as an outsider. The problem of safety admittedly belongs to the general police duties of the State; it does, however, exert a decisive influence on economic and social questions.

By its very nature, transport shows a tendency towards monopolies or semi-monopolies. This tendency led already in the early days to the realization of the need for the control of freight rates by the State as a representative of the interests of the community. By further application of this principle, we arrive at the conclusion that all means of transport must be submitted to such control to an equal extent in order to prevent the community being exploited by relatively powerful pressure groups in the transport market.

Political decisions which affect the transport industry are of overriding importance for the choice of the seat of industries. Particularly sedentary industries require the creation and improvement of communications in the interest of a harmonic development of the entire economy, particularly in connection with the division of functions and competition. The economic policy of the State must include planning measures, in order to counterbalance the vulnerability of transport to cyclical fluctuations. At the same time investments in the transport industry lend themselves particularly well to the implementation of a policy of full employment.

The obligations to which the transport industry is submitted in connection with the determination of freight rates in order to safeguard the public interest are of particular importance to the national financial policy. They may, on the one hand, cause an increase of the real income of the community; on the other hand, there is the danger of these obligations exerting an undesirable influence on wage conditions within the transport industry itself. These developments may be caused by trust-like tariff agreements whereby private undertakings would reap larger profits than would be the case under conditions of free competition. From a long-term point of view, similar conditions may furthermore

attract enterprises to certain transport regions and thereby cause over-equipment and over-development. The realization of this danger leads as a conclusion to the necessity of extending the aforementioned obligations beyond the sector of prices.

The need for a controlled policy of earnings impinges on wage policy. It may and must, however, on no account lead to a reversal of the principle of collective wage negotiations. The same consideration applies to the regulation of working conditions.

In connection with the question of working conditions, the problem of safety is being treated particularly thoroughly. Safety measures for the protection of both those employed in transport and for the travelling public as a whole may, to a large extent, solely be guaranteed by statutory regulation.

In so far as special social considerations are of importance to the functioning of the transport industry they must not be allowed to distort the conditions of competition. This aspect also applies to the policy connected with the opening up of transport regions: this must be considered as a task devolving on the State as a whole and not be permitted to become a unilateral charge to certain forms of transport. On the other hand, such distortion may indeed be caused by unfair competition resulting from a neglect of the social aspects and at the expense of the workers.

The present report endeavours first of all to determine the measures required for a coordination of transport. In the preceding paragraphs, we have briefly summarized the reasons why transport as a whole has to be considered as a public task. The same reasons apply to nationally-integrated regions as well as to economic regions integrated on a larger scale.

As far as the solution of the various problems is concerned, the creation of the common European market may result in certain modifications primarily due to the fact that the assimilation between the participating countries must take place within the most diverse fields of competence of the economic, fiscal and social policy.

The transport workers' unions affiliated to the I.T.F. are, however, of the opinion that uniform measures for coordinating transport within the various European countries would facilitate the creation of an overall market for a free exchange of goods and services. As a necessary prerequisite for a common market endeavours should be made to arrive at uniform European agreements which could be applied to all forms of transport. A competition in goods transport beyond intervening frontiers without any distortion of competitive conditions is only possible if a certain similarity of the basis of such competition can be obtained beforehand within the transport industry.

Subsequent chapters deal with the essential basic problems which decisively influence coordination of transport. The specific problems of integration must be the subject of a later detailed report.

## **PART ONE**

### **Coordination of Inland Transport**

#### **CHAPTER 1**

##### **Basic Principles of the Transport System**

The European transport workers' unions affiliated to the I.T.F. maintain that the coordination of transport is to serve the purpose of fostering harmonious cooperation of the various forms of transport in the interests of the best possible satisfaction of the different needs for transport coupled with the lowest possible expenditure for the national and international economy.

Consequently, the question arises by what system these aims may be attained:

- (a) by a system of free enterprise whereby supply and demand for transport are regulated by price-cost mechanism; or
- (b) by a system of a centrally-planned economy whereby the regulating function of the price-cost mechanism is replaced by an allocation of the freight to be carried to the various forms of transport by public authorities.

System (b) may only lead to decisions based on an evaluation of the supply and demand of transport services; the application of the price-cost mechanism offers no longer any guarantee for a harmonious development of the various forms of transport and for the services performed with maximum efficiency in the interest of the entire economy.

So far as system (a) is concerned, the European transport workers' unions realize that any functioning of the price-cost mechanism, based on the undiluted application of the principles of free enterprise in transport, will be prevented by the special conditions of production and structural aspects of the market inherent to this industry. Within each form of transport, there is a multitude of fractional markets which show all the characteristics of monopolies or semi-monopolies. The suppliers in these fractional markets are frequently not only transport undertakings of one and the same form of transport but also transport undertakings of different forms of transport competing with each other.

The European transport workers' unions are nevertheless of the opinion that the effects of the competition between rates and services so far as they are economically beneficial should also be applicable to transport. Only a competition between rates and services, coupled with the principle of freedom of choice of those demanding transport services will offer any guarantee for an effective realization of the aims of transport coordination, namely, transport of goods by the economically most favourable form of transport. They maintain, on the other hand, that because of the aforementioned reason, namely the imperfect conditions of competition in transport, a similar mechanism may only function in conjunction with a strict control and planning of this competition by the State. The prerequisites of similar planning measures would be the following:



1. Competition takes place on the basis of assimilated conditions.
2. In order to prevent over-investments and the consequent exploitation of available capacity below optimum level, a separate coordinating system must be created for each form of transport.
3. The competent authorities should apply a rates policy whereby transport users are induced to avail themselves of the forms of transport which are most useful from the point of view of a national economy.
4. The principle of paying its way must be applied unrestrictedly to each form of transport.
5. The investment policy of all forms of transport should be coordinated with a view to satisfying present, as well as future, transport requirements.
6. In order to safeguard the fullest possible use of the available transport capacity, transport for own account must be submitted to certain statutory regulations.
7. Joint bodies of the parties concerned should be created for the purpose of realizing the task of coordination of transport.

The European transport workers' unions affiliated to the I.T.F. are convinced that the coordination of the various forms of transport by means of a planned competition will lead to maximum efficiency of transport for the benefit of the entire economy.

## CHAPTER 2

### **Abolition of the Distortions of the Conditions of Competition**

At the present time, various forms of transport are subjected to largely-differing obligations. These differences completely distort the conditions of competition between the various means of transport whereby the need for an abolition of these differences becomes apparent. There is only one possibility to achieve this end, namely, to impose equal conditions on all forms of transport because the character of transport is that of a public service which necessitates a control of the aforementioned competition.

There exists firstly the need for an assimilation of the charges regarding:

1. The cost of tracks to be built and to be maintained
2. Social conditions
3. Taxation
4. Conditions of operation, transport and civil liabilities
5. Subsidized tariffs
6. Special external and political charges

*Regarding 1*, the application of the principle of economic autonomy requires an economically sound evaluation of the track costs to be charged to each form of transport. The latter question creates special problems. There are, in principle, three possibilities for covering the cost of tracks for goods transport on the road, inland navigation, and railways.

- (a) Each means of transport covers from its own income all costs of tracks which it uses attributable to such form of transport in accordance with the principles of modern financial theory.
- (b) The tracks for all forms of transport are made available free of charge by the public authorities. Related costs are fully covered by the State.
- (c) The public authorities supply the necessary tracks to all forms of transport and levy from all users a uniform amount, the proceeds of which covers the entire public expenditure for such tracks.

The European transport workers' unions adhere to the principle of economic autonomy of all forms of transport, according to which the various means of transport have to cover themselves the entire cost of their tracks, including capital investments. They are convinced that a coordination of the means of transport from the point of view of economic usefulness, based on the prime costs as a guiding line is a guarantee for economical transport. Consequently, the European transport workers' unions advocate the application of the first of the above-mentioned principles.

*Regarding 2*, the fact that the working conditions of the personnel employed in the various forms of transport are by no means comparable stands as an obstacle in the way of attaining any condition of uniformity. Remuneration, provisions for old-age, and other social benefits of the personnel show considerable differences. A genuine equalization of the conditions of competition between the various forms of transport can only be effected if the differences between the working conditions of the personnel of the various forms of transport are eliminated to the fullest possible extent. In this connection, working conditions should be adapted to those of the most favourably placed workers.

*Regarding 3*, although a unification of the systems of taxation is impeded by the problem of structural differences between the various forms of transport, it is nevertheless to be attempted. So far as it affects competition, taxation should be unbiased and should take into consideration the contribution of certain forms of transport to public services (problem of track costs).

*Regarding 4*, the differences between the juridical status of the railways and other means of transport exert an equally unfavourable influence on conditions of competition. The statutory obligations of railways imply in the first place the duty to act as common carrier and frequently the obligation to apply equalized rates equally applicable to all users, whereas the other means of transport are, generally speaking, at liberty to apply variable tariffs adapted to the prospective customers without any obligation to carry. In order to equalize these differences, it will be necessary to impose on all forms of transport the obligation to carry as well as the obligation to apply officially-authorized tariffs. Such equalization would be facilitated by granting licences to freight agencies for each form of transport. The existence of such freight agencies would limit the extent of empty running and thereby lead to an increase of productivity essential for the purpose of lowering prime costs in transport. Conditions of liability towards third parties are already different for each

form of transport. A unification in this respect is also indispensable if conditions of competition are to be put on a common denominator.

*Regarding 5*, subsidized tariffs should be replaced by direct subsidies granted by the State and/or public authorities to the various industries.

*Regarding 6*, the chaotic conditions of competition in transport, war damage, and various charges attributable to the consequences of war have caused many European railways no longer to balance their operational budget and to work with a larger or smaller deficit. Generally speaking, railways nowadays no longer have sufficient capital reserves in order to be able to reconstruct their infrastructure in accordance with modern principles and are forced by lack of capital to limit themselves to a restoration of *status quo*. Consequently, the national economy loses the benefit of considerable technical advances.

The European transport workers' unions are of the opinion that investments of the railways which become necessary in the interest of the national economy must not be governed by the hazard of the financial position of the railway administrations but should be judged solely from the point of view of economic efficiency. They consequently consider as a task of primary importance a further financial reorganization of the European railways, the transfer of all external charges of railways to the State, and an appropriate financial compensation for the damages caused by war and its repercussions from which they were, or are still, suffering. It would be in the interest of a rational policy of investments in transport if these generally-recognized claims which have been repeatedly raised in many circles could now become a concrete reality.

### CHAPTER 3

#### Principles of Social Policy

The improvement of the working conditions of transport workers is not exclusively a social problem. In most European countries, wages and salaries, as well as other social conditions, vary quite considerably between various means of transport, and within each form of transport between the different undertakings. They are frequently considerably worse than in other industries. Certain undertakings obtain unjustified additional profits and, consequently, more favourable positions in the market by paying low wages and forcing their personnel to accept bad social conditions. The latter enables them to undercut the stipulated freight rates.

The present social conditions within the various transport undertakings and branches have in no small measure contributed to a distortion of the competitive relations amongst the various forms of transport. The elimination of the social differences and the improvement of working conditions in transport are consequently an urgent task of the policy of coordination. In the opinion of the European transport workers' unions, the equalization of working conditions should be effected by adapting them to those of the most favourably placed workers in transport.

This improvement in social conditions is, however, equally urgently required in the interest of maintaining the working ability of the personnel and safeguarding the labour force. The physical and mental strain on the transport staffs are increasing steadily. There is hardly any other

industry where the danger to life and health and the mental strain are as considerable as in the case of the workers of the railways, tramways, navigation, and civil aviation. There is a distinct incidence of premature invalidity of these workers, caused particularly by the gradual destruction of the vegetative nervous system.

The European transport workers' unions affiliated to the I.T.F. therefore submit the following social claims which they consider as indispensable in the interests of improving the working conditions:

#### 1. REMUNERATION

All transport workers should receive a remuneration compatible with their work. In this connection, a guaranteed annual wage should be aimed at.

#### 2. WORKING HOURS

A reduction of the present working hours in transport is urgently required in order to counteract the repercussions of the physical and mental strain. Any rest periods spent on the vehicle during the journey must not be deducted from the free period between two working days. They are consequently to be recognized as waiting time and to be evaluated accordingly. The separation of a worker from his normal domicile does not enable him to enjoy the necessary break from his work. This separation must consequently not be allowed to exceed the absolutely necessary time.

#### 3. VACATIONS

Workers shall be granted an annual vacation with pay.

#### 4. HEALTH AND SAFETY MEASURES

Transport undertakings must be subjected to obligations to carry out all required measures for the prevention of accidents over and above the statutory stipulations. In connection with health protection should be mentioned hygienic amenities, rest rooms with possibilities to consume meals, and decent sleeping accommodation. These amenities shall be installed by the transport undertakings and maintained in proper condition.

#### 5. SECURITY IN CASE OF ILLNESS, UNEMPLOYMENT, INVALIDITY (TEMPORARY OR PERMANENT) AND OLD AGE

The social welfare of the workers and their families in case of illness, unemployment, temporary or permanent invalidity, and on attaining the age limit must be safeguarded. In view of the numerous dangers to which transport workers are exposed, it will be necessary for the benefits to be granted in case of illness to amount at least to those granted to workers in other industries where they are less exposed to danger.

Any differential treatment of wage and salary earners in the case of illness is to be eliminated.

In case of temporary invalidity, the worker concerned and his family must be guaranteed economic security until his rehabilitation for another occupation is completed.

So far as premature invalidity is concerned, attempts should be made to obtain for the worker the same old-age pension to which he would have been entitled on attaining the age limit.

The amount of old-age insurance should be calculated in a manner likely to prevent any drastic reduction of the real income of the worker on reaching the age limit.

#### 6. SAFEGUARDING THE LABOUR POTENTIAL

In order to forestall the possibility of workers leaving the transport industry, social conditions must be created which are comparable to those in other industries. There must also be facilities for industrial and vocational training and possibilities of promotion.

#### 7. ADDITIONAL INDUSTRIAL SOCIAL BENEFITS

Additional industrial social benefits should be embodied in the collective agreements as far as possible.

#### 8. LABOUR INSPECTION

For the purpose of supervising the application of the regulations concerning prevention of accidents and safety of transport workers, it will be necessary to introduce official labour inspection or to increase the efficiency of already-existing inspection facilities. Should the present systems of labour inspection be considered not in accordance with the conception of a genuine labour inspection in transport, provisions should be made for the introduction of special labour inspection arrangements in the transport industry.

### CHAPTER 4

#### **Principles of the Policy concerning Permits and Licences**

The envisaged system of coordination necessitates a policy governing the granting of permits and licences in accordance with common principles. These principles should imply:

##### (a) RAILWAYS

Applications for licences by new railway companies shall normally not be granted. If application is made for the construction of a new line, for which there is an economic demand, and the rentability of which is not in doubt, an already-existing undertaking should be asked to take over this traffic.

##### (b) PERMITS AND LICENCES FOR ROAD TRANSPORT AND INLAND NAVIGATION

Permits for licences may only be granted if:

- (1) there is a genuine demand justified by economic considerations for the introduction of the intended connection;
- (2) the economic efficiency of the undertaking concerned is guaranteed;
- (3) the applicant has always enjoyed a good reputation, is socially reliable, and possesses the necessary technical, commercial, and professional knowledge and experience;
- (4) the construction and state of technical maintenance of the vehicles renders them suitable for the envisaged traffic.

(c) COMPETENT AUTHORITIES FOR THE GRANTING OF PERMITS OR LICENCES

- (1) Before granting a permit or licence, the competent authorities shall grant a hearing to the competent organizations of transport and trade unions.
- (2) Applications submitted by public and private transport undertakings shall be considered on the basis of equality.
- (3) The granting of such permit or licence shall sponsor concentration and cooperation in transport.
- (4) The permit or licence which is granted shall not preclude a partial changeover to another method of transport should the method applied necessitate such changeover in the interest of maintaining the required transport services. A complete changeover to another method of transport shall be permitted if necessitated by a structural change in the demand for transport services.
- (5) The granting of permits or licences must not lead to surplus capacity in certain branches of transport.
- (6) In the case of non-scheduled road transport and inland navigation, a permit for an increase of tonnage shall only be granted if the available loading capacity is not sufficient to satisfy the demand.

(d) SCHEDULED ROAD TRANSPORT AND INLAND NAVIGATION

- (1) Applications for the introduction of transport services, wherever such services have not hitherto existed, shall be granted provided there is proof of demand.
- (2) Permits or licences for lines which are already properly served by a transport undertaking but the extension of which is necessitated by a proved demand shall be granted to the undertaking which already maintains services on the line in question, with due consideration to the need for concentrating traffic.
- (3) An application for an increase of tonnage in the case of increased overall requirements or increased demand should be granted. In the case of unchanged demand, this should in principle imply a reduction of the carrying capacity of those transport undertakings whose services are not required to the same extent as previously.
- (4) A scheduled service shall secure good connections with other branches of transport. The same applies to collecting and feeder services.
- (5) At the time of the granting of such permit or licence, the connections to be served, the obligation to carry and the timetable shall be stipulated.

(e) WITHDRAWAL OF PERMIT OR LICENCE

- (1) The permit or licence shall be withdrawn if the applicant has knowingly given false information relating to the granting of the permit or is guilty of gross negligence in this connection.

- (2) The permit or licence shall also be withdrawn if the owner no longer fulfills the conditions on which the granting of such permit or licence was based.
- (3) The permit or licence shall also be withdrawn if the holder of the licence is guilty of repeated and severe contraventions of his public obligations, particularly in relation to tariffs, and the stipulations of social and labour legislation.

Transfers or permits or concessions to third persons shall be limited to a few exceptional cases.

## CHAPTER 5

### **Guiding Principles of the Freight-rates Policy**

The European transport workers' unions believe that there can be no coordination of the forms of transport free of the element of arbitrariness as long as it is not based on the rates-service mechanism and controlled conditions of competition. They consequently consider the freight-rates policy as an essential element of the coordination of transport.

The European transport workers' unions advocate on social grounds a sound decentralization of industry. They are, however, of the opinion that this aim may be reached in many instances in an economically more justified manner by direct subsidies to industries in unfavourably-situated regions rather than by indirect subsidies through freight rates. A tariff policy inspired by the location of industries has in the past caused a distortion of the natural elements of production and is one of the most deep-rooted causes of the unregulated development of transport.

As long as the railways had a transport monopoly the economic freight rates were related to the structure of the transport market and to a large extent compatible with the railways' own operational interest. We must, however, not overlook the fact that, even then, these rates were only a conditional expedient in order to compensate for the relative industrial disadvantages of more remote regions and that only comparatively few manufacturing industries choose their location far from the main industrial regions.

The latter fact is frequently not taken into consideration by a social rates policy because practically all finished products are classified in comparatively high tariff groups in the interest of the protection of under-developed regions.

Since the railways have lost their transport monopoly, the economic freight rates no longer fully correspond to the structure of the transport market. An additional element to be considered is the fact that the national economic policy of the Western European countries is based, to an ever-increasing extent, on the plan of large common markets which are expected to take into account the natural conditions of production within the European economic region. In the course of this development, the general objective of a transport policy which consists in the support for marginal territories gradually loses its importance within the framework of the national economic policy as these regions lose their marginal character by the abolition of the national economic frontiers. The European transport workers' unions are therefore of the opinion that

the inter-relation between freight rates and the determination of the location of industry may gradually become less close and be replaced by a more liberal rates policy which would be in keeping with the existing market conditions in transport and the interests of a European market. In this connection, it would be advisable to take into consideration the following principles :

1. In order to protect the transport users and to maintain a sound competition, minimum and maximum rates for goods transport by rail, road, and on inland waterways should be fixed and approved separately for each form of transport (maximum and minimum rates).
2. Minimum rates should be calculated in such a manner that the total receipts, given satisfactory social conditions, would cover all genuine operational costs in the wider sense of the word and allow for an adequate surplus for interest on capital required for new investments which may become necessary.
3. The maximum and minimum rates approved for each means of transport should be advertised and valid for the entire economic region to be served. The transport undertakings should be allowed to fix the rates within the approved limits according to their own discretion, including, under certain conditions, regional differentials.
4. Special rates which are lower than prime costs for the purposes of supporting economically underdeveloped regions should only be permitted if other governmental measures of assistance are not sufficient in order to reach this objective. The means of transport entrusted with this task should, however, be compensated accordingly by the State.
5. Rates charged by the transport undertakings should be checked in order to prevent any contraventions. In the case of proved contraventions severe sanctions should be applied and in particularly serious cases, or in case of repetition of this offence, the licence should be withdrawn.

The European transport workers' unions are convinced that a well-ordered competition, based on rates and services, would further a national economic cooperation of the various means of transport and assist the transport industry in reaching its maximum efficiency in the best interest of the national economy.

## CHAPTER 6

### **Policy of the Investments in the Transport Industry**

A harmonious relation between the development of transport and that of the entire industry is a prerequisite for a smooth functioning of the process of production within the national economy. If the capacity of the transport industry lags behind the general productive capacity, the maximum limit of the national income will not be reached. On the other hand, an over-dimensioned transport industry may also exert an unfavourable influence on the national income because it would deprive industry unnecessarily of productive labour and goods.



The dualism of public and private complementary investments in the transport industry creates a special problem of coordination. Whereas the construction and maintenance of inland waterways generally falls within the field of competence of the State and/or public authorities, the acquisition of vehicles and the decision regarding their capacity are within certain limits left to the discretion of private undertakings. In the absence of coordination, this division in the planning of complementary investments in transport will cause a disproportional development within the branch of transport concerned and also a distortion of the relations between the various forms of transport.

A policy of investments in the transport industry should consequently aim at a development of the various forms of transport and tracks in accordance with the requirements of the national economy and the long-term plans of expansion of industry in general, as well as with the objective of increased production. Investments for the purpose of increasing safety in transport as far as transport workers and the travelling public are concerned should receive priority.

The European transport workers' unions believe with a view to the coordination of investments in transport that for reasons of utility the price-cost mechanism may not be ignored. It is possible to improve its functioning by unrestricted application of the principles of self-sufficiency to all branches of transport. However, even if this condition were fulfilled, a disproportional development of investments in transport could not be entirely avoided because long-term investment plans are counter-balanced by short-term fluctuations of receipts, particularly due to cyclical fluctuations, which may lead to decisions taken by individual undertakings on their own initiative and which may be undesirable from the point of view of industry as a whole.

In times of rising profits, private industry shows a tendency to increase investments, whereas the State and the public authorities could impose certain restrictions on their own activities because of general economic considerations. In times of economic recession, however, industry tends to restrict its investments. It is, however, exactly in those times that increased public investments, particularly in the field of transport, are necessary. The European transport workers' unions consequently consider the creation of a central organization (see Chapter 8—Bodies of transport coordination) as indispensable. This body should be entrusted with the task of comparing competing investments in the transport industry from the point of view of their general economic importance and to establish long-term plans of investment for the entire transport industry. Only controlled investments can secure an organic development of the various forms of transport.

A prerequisite for an organic development of the various forms of transport is obviously also a certain willingness to agree to disinvestments in some sectors of the transport industry. In the opinion of the European transport workers' unions, these disinvestments should always be effected if a partial or even total substitution of one means of transport by another is proved to be advantageous in the interest of the national economy. Economic advantages arising from such substitution may be expected if the total costs of production, the operation and maintenance, as well as capital interests of the old installations which are to be replaced, exceeds

within a given time the total costs of production, maintenance, and operation, as well as capital interests of the new installations. The re-employment of workers who may become redundant as a result of such conversions elsewhere and, if possible, in equivalent positions should, however, be guaranteed in the transport industry.

A particular objective of the investment policy in the transport industry is the opening up of economically underdeveloped and especially marginally situated regions. For such opening up investments, the initiative of the State is required to a greater extent because, due to their long-term character, they would involve too great a risk for any transport undertaking run on commercial lines. Provision will therefore have to be made for any branch of the transport industry entrusted with similar tasks to be compensated accordingly by the State.

The European transport workers' unions believe that a similar control of investments in the transport industry would effectively counteract any possible waste of capital in the transport sector as well as the tendency towards a ruinous competition inherent in transport and that it would in the last resort contribute to an increase of the national productivity and to the social security of the transport workers.

## CHAPTER 7

### Transport for Own Account

The present position in the transport industry has encouraged the growth of transport for own account side by side with commercial goods transport. By "transport for own account" are meant private transports of goods belonging to a certain undertaking and carried out by its own vehicles (genuine transport for own account). There also exist mixed transports, which means that the vehicles of one undertaking carry the goods both of that and other undertakings (mixed transport for own account).

The increase in the volume of transport for own account in the proper sense of the word (genuine transport for own account) may be attributed to reasons of taxation as well as to the fact that profits may be realized in certain cases where transport and productive functions may be combined. This type of transport, however, very frequently simply amounts to an extension of the field of activity of the undertaking concerned.

In other cases, however, it may be a transport of goods which could be carried out by commercial goods carriers without any inconvenience for the undertaking in question. As a result, the specialized goods carriers are deprived of custom, with disadvantageous repercussions on the productivity of the entire transport industry.

It is an undeniable fact that the genuine transport for own account may entail certain advantages for the national economy, particularly in the case of specialized vehicles or transports which could not be carried out rationally by public carriers.

By virtue of the above definition transport for own account might consequently be permitted within a local zone but beyond that zone licences or permits should only be granted in certain justified individual cases.

Any mixed transport for own account should, however, be prohibited.

On the other hand, transport for own account should be placed on an equal footing with public transport so far as participation in the cost of construction, maintenance and operation of the installations and road transport services are considered (security, police, etc.) as well as regarding taxes and duties.

## CHAPTER 8

### **Bodies of Transport Coordination**

The European transport workers' unions affiliated to the I.T.F. believe that the implementation of coordinating measures is in principle one of the duties of the State. In the interest of an efficient and satisfactory policy of coordination governments should, however, be under the obligation to consult the competent bodies of the transport industry in all matters of transport policy—particularly coordination—in order to try and find a common denominator for the various opposing interests.

The solution of this difficult problem requires the creation of bodies on which all participants in transport are represented on a basis of equality.

The European transport workers' unions affiliated to the I.T.F. are of the opinion that a two-stage system for the purpose of securing the cooperation of the organizations of the transport industry would facilitate coordination in the meaning of the present report.

1. A joint body should be created for each form of transport.
2. The Ministry of Transport should be assisted by a Transport Advisory Council for the entire transport industry.

To 1. The joint bodies of the various forms of transport should have consultative functions and should, amongst other things, deal with the following problems:

- (a) Sponsoring of progress in the field of social and labour legislation.
- (b) Determination of the functions of freight agencies, and
- (c) Freight compensation funds.
- (d) Measures of rationalization.
- (e) Determination of the prime costs.

These joint bodies should be granted certain powers concerning the internal organization of their branch of transport. They should be entitled to submit proposals to the Transport Advisory Council.

To 2. The Transport Advisory Council should act in a consultative capacity to the Ministry of Transport. In the interest of a genuine coordination of transport the Transport Advisory Council should, by virtue of its functions as a coordinating body, be granted the necessary powers. For this purpose, it will be necessary for the Ministry to delegate its powers of decision in certain important individual matters to this central coordinating body. Among other matters the following should fall within the field of competence of the Transport Advisory Council:

- (a) Freight rates policy
- (b) Investments
- (c) Assimilation of the working and social conditions of the various forms of transport
- (d) International standards and lines of communications

Draft laws and other intended governmental measures in the field of transport shall be considered independently by the Transport Advisory Council who shall submit appropriate proposals.

The Transport Advisory Council should have the possibility to cooperate in the coordination and integration of European transport.

## **PART TWO**

### **Special Aspects of Coordination**

#### **CHAPTER 1**

##### **Coordination between Coastal Shipping and Inland Transport**

In many cases there is competition between coastal shipping, short-sea trades and inland transport. This particularly applies to national coastal shipping, *i.e.*, between two ports of one and the same country, as, for instance, in France, Great Britain, and Sweden.

The problem of competition is caused by the comparatively low freight rates quoted by railways between two national ports, the comparatively high rates between railheads and these ports, and the ruinous competition on the part of chaotic road transport.

In certain competitive relations with coastal shipping, the railways may be able to quote special rates due to their possibilities of internal compensation of costs. As explained under the heading of Freight Rates Policy, special tariffs should, however, no longer be permissible except for the purpose of assistance to certain economically underdeveloped regions. Consequently, it should also be the task of the coordinating bodies to prevent the railways quoting special rates in competition with coastal shipping and the rates quoted by the railways for collection and delivery to and from the sea ports exceeding the maximum rates stipulated by the competent authorities. This system of maximum and minimum rates which would be equally applicable to road transport would largely prevent a ruinous competition between the various forms of transport and coastal shipping.

On the other hand, unfair competition on the part of coastal shipping and directed against inland transport is theoretically feasible in the case of scheduled as well as tramp services. In actual practice, however, such competition is largely eliminated by agreements between the shipping companies (conferences) because any losses of the coastal shipping companies resulting from competitive rates are not compensated by government subsidies and because there is no possibility of an internal compensation of costs in national coastal shipping.

In so far as national coastal shipping is only open to the national flag and consequently there is no common market in this sector of shipping, it may be subject to a licensing system as well as a control of freight rates and the obligation to carry similar to the inland means of transport. In this instance, there is also a possibility of an equalization of the conditions of competition between inland transport and national coastal shipping mainly in the field of wages and working conditions. These possibilities of coordination should, however, not be over-rated because there are as a rule close interconnections between national coastal shipping and international coastal shipping. The scheduled

national coastal trades very frequently are merely a part of the international schedule and trades and there is a daily interchange of tramps between national and international trades.

In so far as there is a common market in national coastal shipping a coordination with inland transport is not considered advisable. In this instance, a national coordinating system could merely aim at maintaining a certain minimum level of rates and should not stand in the way of the free participation of foreign flags and national coastal shipping, in order to forestall any reprisals on the part of flags subject to this discrimination. In view of the existing conditions in coastal shipping the equalization of the social conditions of competition also appears to present an almost insoluble problem because the social conditions under each flag are determined by the national wage and price structure. A long-term solution of the problem of equalization of working conditions could only be found within the framework of a complete European social integration.

A considerable amount of coordination is nevertheless possible, even in the case of a common market in national coastal shipping, by means of agreements between the railway companies on the one hand, and conferences of scheduled shipping lines and organizations of tramp shipping on the other.

A coordination between national coastal shipping and short sea trades on the one hand and inland transport on the other is, however, only possible by means of a European transport authority. Any intervention on the part of national coordinating bodies would, of necessity, set up a chain reaction of reprisals which would jeopardize the existence of a common market.

## CHAPTER 2

### **Air Transport**

At the present time a number of air lines are in a position to balance their operational budget. The costs of the "infrastructure" which actually ought to be charged to the means of transport concerned within the scheme of equalized conditions of competition are, however, largely covered by the State. In many cases, safety installations, for instance, come under the jurisdiction of the governmental civil aviation authorities; and the municipalities as a rule contribute towards the costs of the airports. Similarly, the expensive training of transport pilots is largely the concern of the State. It would, however, be rather difficult to draw a line in this respect between fair and unfair conditions of competition because subsidized methods of training may be found in many branches of industry. These factors contribute to a certain distortion of the conditions of competition, particularly between civil aviation and railways. In principle, it would be desirable that within the framework of coordination of the entire transport industry the principle of self-sufficiency should also be applied to civil aviation. In view of the fact, however, that, particularly under present circumstances (revolutionary influence of jet propulsion, reconstruction and extension of airports, and so on) enormous new investments become necessary, a reduction of subsidies in the various countries does not appear to be possible within the foreseeable future. The equalization of the conditions of competition should, nevertheless, be attempted by the national governments in agreement with the inter-

national civil aviation organizations (I.C.A.O. and I.A.T.A.). A distinction should be made between national and international air transport. In most European countries internal air lines are of comparatively minor importance and only feeder lines of the international airlines. Apart from very few exceptions, there is no common European market in the case of internal air transport. National lines are as a rule only operated by a single national airline. In these instances, a certain coordination with the national inland transport appears to be desirable. National air services should be subject to a licence to be granted by the national coordinating bodies and the national airline should be subject to the obligation to carry and to advertise its rates. The inclusion of representatives of the national air transport in the coordinating bodies of inland transport would in this case also be desirable.

A coordination between international air transport and European inland transport by means of the national coordinating bodies is not feasible. Consequently, the inclusion of foreign airlines in the field of competence of the national coordinating bodies appears to be impossible on juridical and economical grounds. An international coordination should, however, be attempted within the limits dictated by the existing possibilities. This objective might be reached by means of international liaison bodies on which the various governments, workers' organizations, and international civil aviation organizations would be represented.

# Report on Introduction of the Forty-Hour Week

## I. GENERAL CONSIDERATIONS

The aim of the trade union movement—in fact, its whole *raison d'être*—is that of improving the social and economic position of the workers which it represents. In pursuit of that aim it has utilized many and varied methods, two of which, however, must be considered as basic and unchanging. They are : (a) the improvement of the worker's real wages, i.e., his purchasing power, in order that he may benefit to an ever-increasing extent from the wealth which he produces ; and (b) the reduction of working hours in order that the worker has both the leisure and the opportunity to enjoy to the full the fruits of his labour.

Side by side with wage demands, therefore, the shortening of working hours has been consistently pressed by our movement as a natural and obvious claim. The arguments which have been advanced for achieving this goal at various stages of industrial development have not been identical, although the underlying aim has remained constant—namely, the improvement of the worker's status as a *human being*.

In the nineteenth and early twentieth centuries, for instance, the shorter working day and week were sought as a means of relieving the intolerable and inhuman drudgery to which the worker was then subjected, as a means of ensuring that he enjoyed at least a minimum of rest to recover from the effects of his labours and a minimum of leisure in which to live at least a semblance of a civilized life. Again, during the depression period of the 1930's the shorter work week (already thought of in terms of forty hours) was advanced mainly as a solution to the problem of mass unemployment, as a method of sharing out the available work opportunities among the greatest possible number of workers.

Although both these reasons may still be valid under certain circumstances and in certain areas of the world, the present industrial situation is fundamentally different from that known to earlier generations. The impact of technological progress on all branches of industrial activity has been greater than at any previous period of history and has made possible a constant increase in production (a recent report issued by G.A.T.T., for instance, indicates that during the period 1950-5 alone, world industrial production rose by between 31 and 32 per cent) coupled with relatively high levels of employment.

This continuing trend in the technical field has thus made it possible for the workers' claim to increased leisure time as their rightful social benefit from increased productivity to be met without any appreciable reduction in existing production levels. At the same time, technological developments have also produced a cogent argument in favour of reducing working hours, for they have made necessary a far-reaching rationalization of work processes, involving increasing work tempo and intensification of effort on the part of the individual worker. The greater physical and mental strain which results from this trend inevitably has its effects on the health of the worker and is directly related to the prob-

lem of occupational safety. A shortening of working hours would therefore help to reduce the number of mishaps and accidents due to over-fatigue (in the road transport and civil aviation industries, for example) and the incidence of sickness due to physical and mental strain (e.g. in the passenger transport industry). These improvements would in turn be reflected in greater efficiency and the quality of work.

There is, however, on additional reason for seeking the general introduction of the shorter working week at the present time, namely the growth of automation. There can be little doubt that the immediate, though probably temporary, result of the introduction of automatic processes in industry is to produce a degree of unemployment. Reduced working hours would certainly help to cushion the impact of automation during this transitional period and would merely foreshadow the general increase in leisure time which is considered inevitable once large-scale automation becomes a reality.

The movement in favour of the shorter working week is already in progress in a number of European industrial countries, notably Belgium, Germany, Sweden, and Switzerland, whilst similar campaigns on an international scale have been initiated by the I.C.F.T.U. and the Miners' and Metal Workers' Trade Secretariats. The I.C.F.T.U., for example, at its Executive Board Meeting held in New York in December 1955, adopted the following resolution on the shortening of the working week :

“The Executive Board considered the problem of economic developments and especially that of the evolution of productivity, above all with respect to full employment and the length of the working week.

“Having surveyed these problems and observed a tendency to diminish the number of workers per unit of product, having also paid attention to the possible effects of new technological progress such as automation and the practical use of nuclear energy,

“The Executive Board :

“Is of the opinion that all of these problems, including those of distribution and investments, should be carefully studied by the I.C.F.T.U. itself as well as by the United Nations Economic and Social Council and by the International Labour Organization ;

“Considers, in view of the fact that the continuous increase of productivity makes possible a raising of the standard of living and a shortening of the working week, that the demand for the shortening of the working week is entirely justified and urgent ;

“Notes that the free trade unions have already asked, within the framework of the European Coal and Steel Community, for a shortening of working hours, and that the Workers' Group of the I.L.O. Governing Body has demanded that the problem be immediately studied with a view to inclusion on the agenda of an International Labour Conference ;

“Suggests that affiliated organizations in industrial countries where the working week is still above forty hours undertake action without delay in order to achieve a forty-hour week either immediately or in stages ;



“And declares that the I.C.F.T.U. will support any action tending to shorten the working week or to increase the length of paid vacations.”

In the United States and Canada, the forty-hour week without reduced wages is an accomplished fact in many industries and trade unionists there are now thinking in terms of an even shorter working week. That in itself should demonstrate that there is nothing magical about any specific figure, whether it be forty-eight, forty-four, or forty. The trade union movement, both national and international, has the duty to keep up a constant pressure aimed at ensuring that the worker benefits to the full from the increasing opportunities for leisure and the enjoyment of life which are being made possible by the advance of technological progress and the increase in industrial production, in both of which he himself plays so important a role.

## **II. THE I.T.F. AND THE FORTY-HOUR WEEK**

### **Introduction**

In 1935, the International Labour Conference adopted a general Convention on the Forty-Hour Week. This provided that countries ratifying it declared their approval of :

- (a) the principle of a forty-hour week applied in such a manner that the standard of living is not reduced in consequence ; and
- (b) the taking or facilitating of such measures as may be judged appropriate to secure this end.

The method of applying this Convention was to be arranged for each industry or group of industries by complementary Conventions. The general Convention, however, was never ratified and consequently no complementary Conventions were adopted.

During the pre-war period, the I.T.F. put forward the demand for a forty-hour week, but no progress was made, due both to the economic and general international situation.

### **Discussion following 1945**

The Railwaymen's Section discussed the subject during its Conference held in Brussels in March 1947 and as a result adopted the following resolution :

“Technological progress during the past quarter of a century, having led to a considerable increase in the efficiency of labour, makes possible the reduction of working hours to a maximum of forty a week, while maintaining a volume of production adequate for modern civilized life.

“The railwaymen's unions affiliated to the I.T.F. included the forty-hour week in their programme before the war, and nothing can alter their determination to achieve this improvement in conditions, which they consider to be necessary for the cultural and social progress of the working class.

“The economic consequences of the war having led to a substantial and in many cases even a serious lowering of the standards of living of the working class in a great many countries, the Con-

ference decides to postpone to its next meeting further considerations of an international convention limiting hours on the railways to a maximum of forty a week.”

The matter was again discussed at the meeting of the Railwaymen's Section held in conjunction with the Oslo Congress (1948) and at the Railwaymen's Conference at Innsbruck in August 1949, but no final conclusion was reached.

In May 1948 a conference of tramway and bus personnel was held in Utrecht under the joint auspices of the I.T.F. and the Public Services' International. The resolution adopted by that conference stated that the arguments which had been advanced in the past in favour of the reduction of the working week to forty hours had lost none of their force, but had rather been strengthened by the greater strain which technical developments had imposed on tram and bus workers. In view of the effort required by the working class for reconstruction purposes, however, the resolution recognized that the achievement of the forty-hour week would have to be realized by stages. It therefore requested the two Internationals to initiate steps to secure the adoption of a new International Convention on hours of work and rest periods in road transport which would permit of flexible application during the period of reconstruction and embody a standard work week of forty hours, applicable to all workers engaged in road transport.

A full conference of the Road Transport Workers' Section, held in Paris in October 1949, also discussed the question at length but no agreement could be reached. All present at the Conference were in favour of the forty-hour week but there were differences as to means of achieving it which could not be reconciled.

At the Stuttgart Congress held in 1950, the matter was again discussed and a resolution adopted which congratulated transport workers who had achieved the forty or forty-four-hour week or other improvements on the eight-hour day; invited all transport workers and their unions to work for the reduction of hours of work with a view to achieving a forty-hour week as soon as the economic possibilities of their countries permitted; and invited the I.L.O. to undertake an enquiry to ascertain in which countries and for what reasons workers in road and rail transport were still deprived of the benefits of the forty-eight-hour week.

At the London Congress in July 1954, a joint conference of the Railwaymen's, Road Transport Workers', and Inland Waterway Workers' Sections was held, at which the forty-hour week was a major item on the agenda. The discussion in connection with this revealed divergencies of opinion. It was stated, for instance, that the time had not yet come to consider the general introduction of the forty-hour week since, in a number of countries, the principle of the forty-eight-hour week had not yet been applied. Reference was also made to the Stuttgart resolution mentioned in the previous paragraph and it was declared that the situation as outlined in this resolution was, in the main, unchanged.

Nevertheless, the Conference took the view that, in the interests of social progress, of coping with unemployment in certain countries, and of the possibility of taking advantage of technological progress, the forty-hour week was necessary and that an I.T.F. Congress offered a suitable

opportunity for putting forward this demand. The Conference therefore included in its report to the full Congress a resolution on the forty-hour week, which is quoted *in extenso* below.

“The Congress stresses the vital importance of a strict limitation and regulation of working hours and rest periods in transport.

“Disregard of the Convention of 1919 on the Eight-Hour Day, while at the same time the density of traffic and speed on road and rail have become ever greater, has had devastating effects both upon the safety of transport and road users and upon the personal safety of the workers employed in transport. The alarmingly high and rapidly growing figures of accidental deaths and injuries, with all their material, financial and personal consequences, are due, to a large extent, to inadequate regulation of working hours and rest periods, or to disregard of the appropriate regulations.

“The Congress urges affiliated organizations and the authorities concerned to examine regulations relating to hours and rest periods now in force, with a view to improving them in the interest of traffic safety, and, in addition, to ensure that the strictest possible observance of regulations with regard to hours and rest periods shall be ensured by effective measures for supervision and control.

“Further, Congress declares that the present stage of technological development calls for a reduction of working hours to forty a week, with full compensatory adjustment of wages. It calls upon all transport workers and their trade unions to strive unremittingly for the reduction of working hours in order to bring about, as soon as economic conditions in their country permit, or social conditions make it necessary, the realization of the forty-hour week.”

In the Dockers' Section, a special regional conference of representatives from Belgium, Holland, Great Britain, and Germany was held in August 1947 at Antwerp. This drew up a draft programme of demands which was later to be endorsed by the Dockers' Sectional Conference held in conjunction with the Oslo Congress of 1948. On working hours, the conference declared itself “in favour of the introduction of the forty-hour week in the dock industry in countries where it has not yet been achieved, with corresponding increases in time and piece-work rates. In the case of ports working under similar conditions efforts will be made to establish similar practices in regard to the length of the working day, and in particular due regard will be had to the need for securing a seven-hour-day.”

In February 1955, a new Regional Dockers' Conference was held in Amsterdam for the purpose of working out a joint programme for dealing with the social problems resulting from competition between the continental ports of the North Sea and Channel Region. In the statement of policy which was arrived at as a result of that conference, it was stated that “working hours is one of the matters in which the need for more uniformity is especially urgent, as there are unnecessary differences in the systems in force in the various ports”. As a result, the statement advocated that “working hours shall not exceed forty per week, averaged over a fortnight, nor eight on any one day”.

At its most recent meeting, held in London in May 1956, the Dockers' Sectional Committee drew up a draft resolution concerning an International Programme, applying to all dockers, for submission to the Sectional Conference to be held during the Vienna Congress. This provides that "hours of work in the dock industry shall not exceed forty per week, averaged over a week or a fortnight, according to local usage, nor eight on any one day".

In the Seafarers' and Fishermen's Sections, attention has been mainly focused on the realization of the forty-eight-hour week in those countries in which this has not yet been achieved. These efforts will, however, obviously serve as a stepping-stone to the eventual reduction of hours to forty per week.

The Civil Aviation Section has not yet had an opportunity of formulating a definite policy in respect of working hours so far as ground staff are concerned. On the other hand, I.T.F. policy regarding the flight and duty hours of air crew personnel provides for a maximum duty time of forty eight hours per week in the case of short hauls.