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**INTERNATIONAL  
TRANSPORT WORKERS' FEDERATION**

**25th CONGRESS**

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

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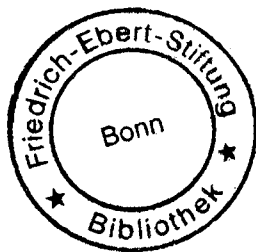
**REPORT ON  
ACTIVITIES  
FOR THE YEARS 1956 and 1957**

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



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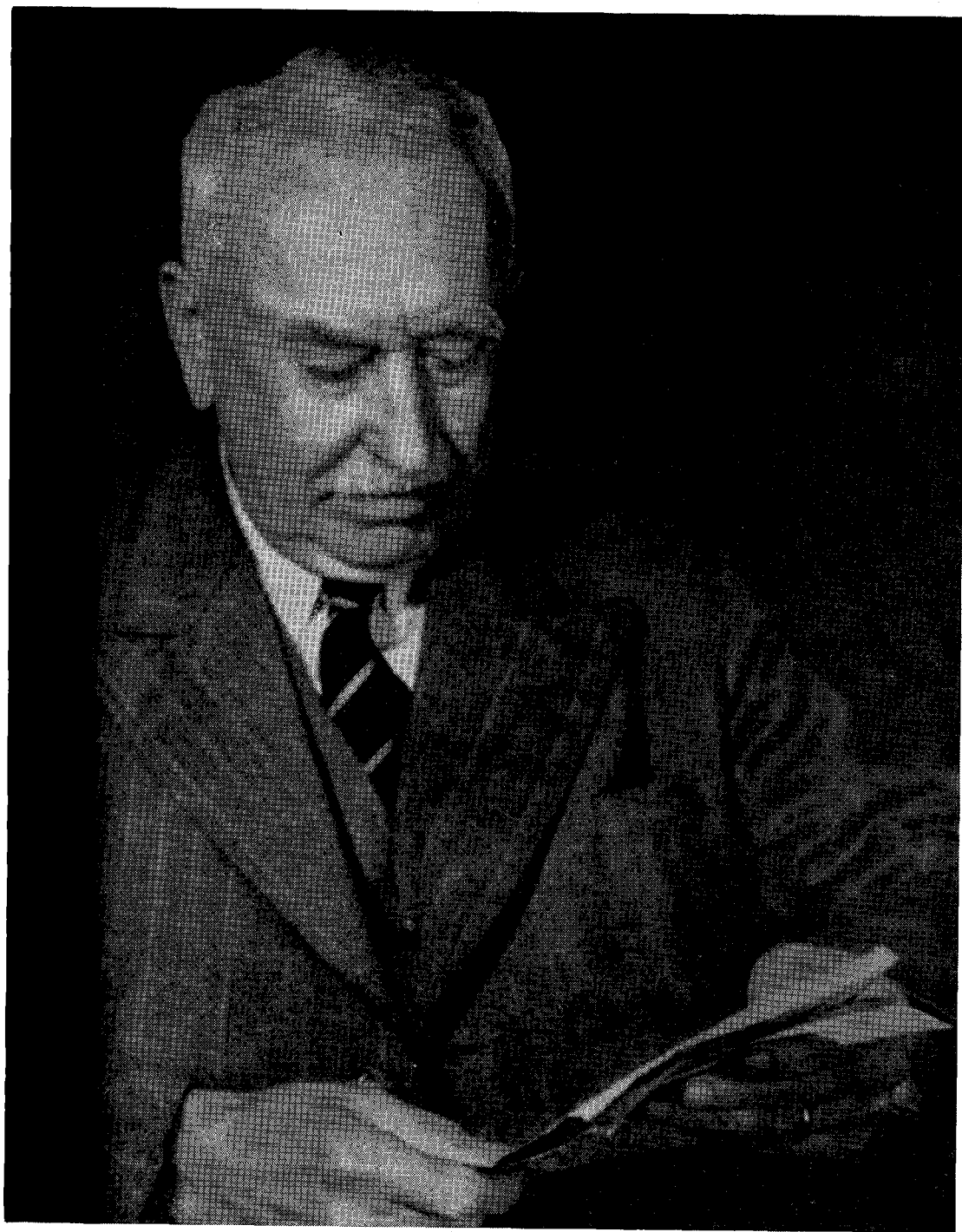
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CHARLES LINDLEY †

# Obituary

## CHARLES LINDLEY

Charles Lindley, who helped to found the I.T.F. and was for many years its President, died on 12 October 1957, two days before his 92nd birthday.

Karl Gustav Lindgren—his real name although he preferred the name of Charles Lindley which he adopted when he went to sea—was born in Stockholm on 14 October 1865, and went to sea at the age of sixteen on the British sailing vessel *St. Bede*.

For several years he worked on coasters, most of them sailing up to Scotland, and he came to regard the English port of Sunderland as his home. There he met the leader of the local seamen's union, Havelock Wilson, who was advocating the founding of a national seamen's organization. The idea appealed to Lindley and it was with his help that Wilson shortly afterwards launched the British Sailors' and Firemen's Union, later to become the British National Union of Seamen.

In 1894 he returned to Sweden and began organizing Swedish seamen and dockers. By 1897 the Swedish Transport Workers' Union was established, largely through his efforts, and he remained its leader for some forty years. In 1898 he attended the congress which saw the founding of the Swedish T.U.C. and from 1900-1912 and from 1922-26 he was to serve on its Executive Committee.

He believed in international trade unionism and he practised it. He attended the conference where the International Federation of Ship, Dock and River Workers was born but he was not completely happy with the new organization for he wanted it to embrace *all* transport workers. Two years later, in 1898, at the Federation's London Congress, he won his point and at his suggestion the Federation was renamed the International Transport Workers' Federation. He became its vice-president.

Throughout the First World War he worked to maintain some of the links between the world's transport workers which the war had severed and in 1919 it was thanks largely to Charles Lindley that the I.T.F. was reconstituted. In 1920 he was elected to the General Council and from then until 1946, when he relinquished the Presidency which he had held since 1933, he gave the governing bodies of the Federation the benefit of his massive experience and wisdom. Even after withdrawing from office he continued to attend meetings of the I.T.F. and other bodies with which he was associated and which in some cases he had promoted. In 1956, at the I.T.F.'s Vienna Congress, his zest and vitality were sufficiently unimpaired at the age of rising 91 for him to chide the Congress for what he felt to be too staid and harmonious a conduct of its proceedings.

It was not only trade union assemblies which were privileged to hear this remarkable man who laced his speeches with a wonderful,



infectious sense of fun and an inexhaustible fund of anecdotes. It was in 1905 that he first stood as a Social-Democratic candidate for the Swedish Parliament. He lost then but a year later he fought another election and won. From 1911 to 1941 he sat in the Swedish Upper Chamber and worked untiringly in the interests of transport workers in particular and workers in general.

Living to an old age but never an old man, he seemed indestructible. It will be a long time before those who met him can really grasp that—physically at least—he is no longer with us.

**Cecil P. Alexander**, President of the Trinidad Seamen and Waterfront Workers' Union and of the Trinidad and Tobago Federation of Trade Unions. Died on 16 February 1956 at the age of 51.

**Christian Borgland**, former General Secretary of the Danish Seamen's Union. Died on 19 November 1956 at the age of 63.

**Jim Campbell**, member of the General Council, former member of the Management Committee of the I.T.F., General Secretary of the British National Union of Railwaymen. Died on 6 November 1957 as a result of a road accident in the U.S.S.R. at the age of 62.

**Willi Dorchain**, manager of the New York Office and American representative of the I.T.F. Died on 11 July 1956 at the age of 52.

**Ernst Fell**, President of the Swiss Railwaymen's Union. Died on 19 November 1956 at the age of 63.

**James Figgins**, former member of the General Council and Executive Committee of the I.T.F., former General Secretary of the British National Union of Railwaymen. Died on 28 December 1956 at the age of 63.

**F. W. Franzén**, former leader of the Swedish Railwaymen's Union. Died on 10 June 1957 at the age of 80.

**Gilberto Goliath**, General Secretary of the Cuban National Maritime Workers' Federation. Died on 1 June 1956 at the age of 50.

**Tom Hollywood**, Auditor of the I.T.F., President of the British National Union of Railwaymen. Died on 7 November 1957 as a result of a road accident in the U.S.S.R. at the age of 55.

**J. K. F. Jensen**, substitute member of the General Council of the I.T.F., General Secretary of the Danish Railwaymen's Union. Died on 27 December at the age of 64.

**Julius G. Luhrsen**, founder and former President of the American Train Dispatchers' Association. Died in October 1956 at the age of 79.

**Harry Lundeberg**, member of the General Council of the I.T.F., President of the Seafarers' International Union of North America. Died on 28 January 1957 at the age of 56.

**Capt. Ch. F. May**, first Vice-President of the International Organization of Masters, Mates and Pilots, United States. Died in May 1956 at the age of 68.

**Philippe Physekis**, Secretary of the Greek Railwaymen's Federation. Died in September 1957 at the age of 56.

**William Stott**, former substitute member of the General Council of the I.T.F., former General Secretary of the British Transport Salaried Staffs' Association. Died on 25 March 1956 at the age of 76.

**A. Thiopoulos**, member of the General Council of the I.T.F., General Secretary of the Greek Dockers' Federation. Died on 5 January 1957.

**Spyros Vassiliades**, President of the Greek Railwaymen's Federation. Died on 30 December 1956 at the age of 55.

# Introduction

In the introduction to our report to the last Congress of the I.T.F., in Vienna in July 1956, we observed that an organization like ours must preserve its dynamism and embrace more and more of the transport workers of the world if it is to fulfil its mission. The record of the past two years shows that we need have no fears on this account if we apply ourselves with energy to the job.

From the statistical section of the present report, indeed, it will be seen that during the years 1956-57 the number of unions affiliated with the I.T.F. jumped from 143 to 190, an increase of no less than 47. And the growth continues: at the first meeting of the Executive Committee of the I.T.F. in 1958 a further dozen applications for affiliation were down for discussion. At the same time the number of affiliated countries rose from 48 to 60, and total affiliated membership, in round figures, from 4,914,000 at the end of 1955 to 5,738,000 at the end of 1957.

Analysis of the new affiliations according to regions reveals that 22 of the new affiliations were in Africa, 6 in Asia, 14 in Latin America, and the remainder in Europe, North America and Australasia. The great majority of them, therefore, were in regions commonly described as under-developed. This, incidentally, explains why the increase in total membership is not quite as marked: our new recruits are mostly in regions where the trade unions are comparatively young and memberships correspondingly small. Nevertheless, they are regions with potentially very large memberships, so that they open up prospects of great expansion in the future.

There are other reasons, far more important than mere growth of numbers, why this development is deeply gratifying. In recent years the I.T.F., in common with other sections of the international trade union movement, has been placing more and more emphasis upon regional activities, with the twofold objective of encouraging the trade union movements which are springing up in the under-developed parts of the world and bringing them within the fold of free and democratic trade unionism. This is a task calling for a long-term view, nevertheless the results so far secured in our opinion justify the belief that sound foundations have been laid and that the work done will bear fruit in increasing measure in years to come.

Regional development, then, is one of the main preoccupations of the I.T.F. That is why we give the matter special prominence in these introductory remarks to our biennial report on activities; that is why it will be one of the principal subjects of discussion at our 1958 Congress in Amsterdam, both with the object of reviewing what has been achieved to date and making further plans for the future. From this point of view it will be a particular pleasure to welcome a greater

number of delegates than ever from areas particularly important in connection with regional activities.

Gratifying though the sustained growth of the I.T.F. undoubtedly is, it is a process which of necessity gives rise to problems as well as possibilities. One of the problems, not the most important perhaps but certainly one which demands attention if our efforts are to be successful, is the fact that the multiplication of affiliates puts an ever-heavier strain on the physical and other resources of the I.T.F. As already remarked, the new affiliations are on the whole numerically small, and though the financial effort of these young organizations is no small one, especially when the relative backwardness of these regions in material terms is considered, the fact remains that in the aggregate it adds but little to the material resources of the I.T.F. This is a feature inherent in regional activities, concerned as they are to assist the raising of standards in under-developed regions and to lend a helping hand where it is needed most.

Our affiliates in the advanced parts of the world have shown a deep understanding of the situation and have in the past been more than generous in giving the I.T.F. the means for performing the tasks assigned to it. There is no doubt that these tasks will continue to grow in importance and magnitude in the coming years, and that they are tasks in which the strong must help the weak until they have grown to full stature. We hope that the start which has been made will satisfy our affiliates that the work is extremely worth while, and that increasingly they will give it all the encouragement and support they can. For we are more convinced than ever that, both on a short and a long-term view, everything invested in this common endeavour will be repaid a thousandfold in the fulfilment of the historic mission of the I.T.F.

London, March, 1958.

O. Becu,

General Secretary.

# I.

## Governing Bodies and Internal Organization

### THE CONGRESS

The 24th Biennial Congress of the I.T.F. was held from 18 to 26 July 1956 in Vienna. 209 delegates and 46 advisers from 32 countries representing 85 organizations with approximately 4,000,000 members attended, which constitutes an all-time record. The number of guests was impressive: fraternal delegates from the International Confederation of Free Trade Unions, the International Federation of Air Line Pilots' Association, the International Centre of Free Trade Unionists in Exile, the Scandinavian Transport Workers' Federation as well as the Austrian Trade Union Centre were in attendance. The International Labour Office, the British and United States Embassies, the International Seafarers' Service Study Committee, the Office of Foreign Assistance of the United States, and the Committee of Exiles from the Dominican Republic sent observers.

A number of official guests attended, among them the Vice-Chancellor of Austria, the Mayor of Vienna and the Austrian Minister of Transport.

Following a long established tradition some veterans of the I.T.F. movement were invited and attended: Charles Lindley, Karl Weigl, J. Brautigam, G. Joustra, F. P. A. Landskroon and L. Veenstra.

A notable feature of the Vienna Congress was its universality. At no Congress of the I.T.F. had so many non-European countries been represented, among them for the first time countries like Ghana, Grenada, Nigeria, Philippines, as well as Latin American countries like Brazil, Chile and Colombia. Altogether 37 delegates and advisers from 14 non-European countries attended, compared with 20 delegates and advisers from 10 countries at the London Congress.

The two affiliated organizations of Austria were responsible for the excellent arrangements and entertainments which contributed much to the comfort of the delegates.

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

**AMENDMENTS TO THE CONSTITUTION**—The amendments concerned the extension of representation by proxy from one to two; the General

Jouncil will meet normally immediately after the Congress instead of once between Congresses; the Executive Committee is expanded by up to four co-opted members; the Assistant General Secretary (or Secretaries) will in future be appointed by the Executive Committee instead of elected by the Congress.

**INCREASE IN AFFILIATION FEES**—It was decided to increase affiliation fees by 15% as from 1 January 1957.

Poznan workers on 28 June 1956, and declared its solidarity with the methods of the Communist régime in suppressing the rising of the **SOLIDARITY WITH WORKERS OF POZNAN**—The Congress denounced the workers of Poznan and of all Communist-dominated countries.

**FORTY-HOUR WEEK**—This resolution pointed out that technological development made the shortening of the working week to forty hours economically feasible, reaffirmed the resolutions on the forty-hour week of previous Congresses and conferences of the I.T.F. and called upon affiliated organizations to take all possible action to secure the introduction of the forty-hour week in their respective countries.

**ATOMATIC ENERGY AND AUTOMATION**—The Congress directed the attention of affiliated unions to a close study of the effects on conditions of transport workers arising from the development of atomic energy and automation, stressed the need for constant vigilance to ensure that adequate provision is made for workers affected by displacement of manpower, and stated its belief that increased productivity resulting from the application of these new forces could bring manifold benefits. **FREEDOM OF ASSOCIATION IN BRAZIL**—This resolution noted with concern that, despite the existence of relevant statutory provisions, trade union rights were being denied to employees in the nationally-owned transport undertakings, and called upon the Government of Brazil to safeguard these rights.

**FREE TRADE UNIONISM IN AFRICA**—Congress noted the interest of the I.T.F. in the emergence of free trade unions in under-developed regions, the growing importance of Africa in present-day developments and the urgent need to give assistance; it expressed itself in favour of establishing a Regional Office of the I.T.F. for Africa.

**DIESELIZATION AND ELECTRIFICATION OF RAILWAYS**—Congress recognized the changes in types of railway traction power and, with particular reference to the manning of the new types of locomotives, noted that there was no standard practice as between countries resulting in methods being used to the detriment of employees. It insisted on the employment of two men in the new locomotives as a general principle and decided to remit the matter to the Railwaymen's Section for urgent consideration and drawing up a statement of policy.

ECONOMIC INTEGRATION OF EUROPE—CO-ORDINATION OF EUROPEAN TRANSPORT—CREATION OF "EUROFIMA"—CANALIZATION OF THE MOSELLE—This set of resolutions dealt with various aspects of European inland transport problems.

I.M.C.O.—Congress urged the implementation of the Convention providing for the establishment of an Intergovernmental Maritime Consultative Organization and adopted by a U.N. Conference eight years ago.

FLAGS OF CONVENIENCE—In two resolutions, one directed to Governments and one to the trade union movement, Congress dealt with the vital matters of flags of convenience and drew attention to the harmful effects of spurious flag transfers.

COSTA RICA—This resolution expressed satisfaction at the decision of the Costa Rican Government to prevent the abuse of the Costa Rican flag to evade obligations towards the community.

REFUGEE SEAFARERS—The resolution appealed to affiliated seafarers' unions to use their influence with their governments in order that a solution might be found to the problem of stateless seamen who, having fled from countries under Communist rule, are often victims of exploitation.

FREEDOM OF SHIPPING IN THE SUEZ CANAL—Congress protested against the action of the Egyptian Government in maintaining a blockade in the Suez Canal incompatible with international law and in violation of a decision adopted by the Security Council in 1951.

I.L.O. INLAND TRANSPORT COMMITTEE—The resolution regretted the undermining of the efficacy of the Industrial Committees by reducing the number of their meetings, and appealed to the Governing Body of the I.L.O. to consider the possibility of meetings of the Inland Transport Committee at intervals of about eighteen months.

TRAINING OF DOCK LABOUR—Congress called for a co-ordinated approach by workers' organization in order to obtain a system of training for dockers.

MECHANIZATION AND BULK CARGO HANDLING—Congress called for promotion of interest in and discussion of matters affecting the employment of dockers in connection with the mechanization of cargo handling, and invited the views of all interested organizations with a view to formulating international policy.

INTERNATIONAL DOCKERS' PROGRAMME—The resolution set out the various points of an International Dockers' Programme and expressed the opinion of the Congress that all affiliated dockers' unions should

strive for realization of this programme in their respective countries and help one another to achieve its objectives.

FISHERMEN'S QUESTIONS AT THE I.L.O.—Congress noted with regret that no action had been taken by the I.L.O. on the resolution of the maritime conference of the I.L.O. of 1946 requesting an international labour code for fishermen; that the J.M.C. had recommended that aspects of working conditions of fishermen should be placed on the agenda of the International Labour Conference of 1957, but that this recommendation had not been accepted. It requested that the questions should be included in the agenda of the International Labour Conference of 1958.

FLIGHT CREW COMPLEMENT—AIR SAFETY CODE OF ETHICS—LICENSING OF GROUND MAINTENANCE ENGINEERS—These resolutions dealt with civil aviation matters.



## GENERAL COUNCIL

The following was the composition of the General Council at the beginning of 1956 (see Note):

<i>Countries or Groups</i>	<i>Members and Substitutes</i>
Great Britain ... ..	J. S. Campbell (R) } F. Cousins (T) } <i>D. S. Tennant (S)</i> W. J. P. Webber (R) } <i>A. Hallworth (R)</i> T. Yates (S)
Germany ... ..	H. Jahn (R); <i>F. Schreiber (R)</i> . C. Kamp (R); <i>F. Berger (R)</i> . A. Kummernuss (T); <i>G. Huber (T)</i> . H. Hildebrand (T); <i>J. Steldinger (T)</i> .
Sweden ... ..	H. Blomgren (R); <i>S. Klinga (S)</i> .
France ... ..	F. Laurent (R).
Italy, Trieste ... ..	A. Fiorini (R); <i>M. Martella (R)</i> .
Greece, Israel, Lebanon ...	A. Thiopoulos (D) (Greece); <i>Z. V. Barash (R) (Israel)</i> .
Spain ... ..	Vacant
Benelux ... ..	R. Dekeyzer (T), } Belgium. } <i>P. de Vries (S)</i> , H. J. Kanne (R), } <i>Holland.</i> Holland. } Ch. J. Leurs (R). } Luxembourg.
Denmark, Norway, Finland, Iceland, Estonia and Eire	E. Borg (T), } <i>O. Askeland (T)</i> , Denmark. } <i>Norway.</i> I. Haugen (S), } <i>S. F. Andersen (S)</i> , Norway. } <i>Denmark.</i> G. Widing (R), } <i>J. K. F. Jensen (R)</i> , Finland. } <i>Denmark.</i>
Austria, Switzerland, Saar ...	A. Thaler (R), } <i>R. Freund (R)</i> , Austria. } <i>Austria.</i> H. Düby (R), } <i>A. Sorg (T)</i> , Switzerland. } <i>Switzerland.</i> E. Welter (R), } <i>W. Svetelsky (T)</i> , Saar. } <i>Austria.</i>
Canada ... ..	F. H. Hall (R).
United States ... ..	A. E. Lyon (R). H. Lundeberg (S). M. Quill (T).
Cuba ... ..	F. Pomar (RT).
Latin America ... ..	J. F. Delfino (R), Uruguay.
India, Ceylon, Kenya ...	P. D'Mello (D), India.
Japan ... ..	T. Nishimaki (S).
Pakistan ... ..	Vacant.

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

Australia, New Zealand ... Vacant.  
 I.T.F. Secretariat ... O. Becu.

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

<i>Countries or Groups</i>	<i>Members and Substitutes</i>
<i>Europe</i>	
Austria, Saar, Switzerland	A. Thaler (R), Austria. W. Svetelsky (T), Austria. H. Düby (R), Switzerland.
	R. Freund (R), Austria. A. Flätgen (T), Saar. E. Hofer (T), Switzerland.
Belgium, Luxembourg, Netherlands ...	R. Dekeyzer (T), Belgium. H. J. Kanne (T), Netherlands. Ch. J. Leurs (R), Luxembourg.
	} D. Harms (S), Netherlands.
Denmark, Finland, Iceland, Norway ...	I. Haugen (S), Norway. G. Widing (R), Finland. E. Borg (T), Denmark.
	S. F. Andersen (S), Denmark. J. K. F. Jensen (R), Denmark. O. Askeland (T), Norway.
France ...	F. Laurent (R).
Germany ...	R. Lapeyre (CA). H. Jahn (R); F. Schreiber (R). C. Kamp (R); P. Pröh (R). A. Kummernuss (T); O. George (T). H. Hildebrand (T); J. Steldinger (T).
Great Britain and Ireland	J. S. Campbell (R); D. S. Tennant (S). F. Cousins (T); A. Hallworth (R). W. J. P. Webber (R). T. Yates (R).
Greece ...	S. Dimitracopoulos (R); M. Petroulis (S).
Italy ...	E. Semenza (R); G. Abate (T).
Sweden ...	H. Blomgren (R); S. Klinga (T).
<i>Middle East</i>	
Israel ...	Z. Barash (R).
Egypt ...	Vacant.
<i>Africa</i>	
Ghana, Kenya, Mauritius, Nigeria, Nyasaland, Rhodesia, South Africa, Tunisia, Tanganyika ...	L. Agonsi (R), Nigeria. C. Heymann (T), Ghana.
<i>Asia</i>	
Hong Kong, India ...	J. D. Randeri (S), India.
Japan ...	T. Nishimaki (S), Japan. I. Koyanagi (R), Japan.
Pakistan, Malaya ...	R. S. Oca (T), Philippines.

### *Australasia*

Australia, New Zealand ... Vacant.

### *Central and South America*

Argentina, Brazil, British Honduras, Chile, Colombia, Cuba, Ecuador,

F. Pomar (T),  
Cuba.

V. Conde (CA),  
Colombia.

Mexico, Panama, S. de A. Pequeno (T), Brazil.

Uruguay ... .. W. Moreno (S), Chile.

### *Caribbean Area*

Grenada, St. Lucia, Trinidad, Jamaica ... .. J. Knight (S), Grenada.

### *North America*

Canada ... .. F. H. Hall (R); W. J. Smith (R).

United States ... .. A. E. Lyon (R).

D. Beck (T).\*

M. Quill (T).

H. Lundeberg (S).

### *Trade Unionists in Exile*

Estonia, Poland, Spain ... L. Rianza (R), N. Metslov (S),  
Spain. Estonia.

I.T.F. Secretariat ... O. Becu.

During the period under review the following changes took place in the composition of the General Council: H. Lundeberg (United States), J. S. Campbell (Great Britain) and J. K. F. Jensen (substitute, Denmark) died. C. Kamp (Germany) and H. Blomgren (Sweden) resigned and were replaced by Ph. Seibert (R), and S. Klinga (T), respectively.

The General Council met immediately following the Congress for the purpose of electing a President and a Vice-President. The Acting President, H. Jahn, was elected President and F. Cousins Vice-President.

## **EXECUTIVE COMMITTEE**

At the beginning of 1956 the Executive Committee consisted of:

A. Thaler (Austrian Railwaymen)

R. Dekeyzer (Belgian Transport Workers)

F. Laurent (French Railwaymen)

H. Jahn (German Railwaymen), *Acting President*

F. Cousins (British Transport Workers)

H. J. Kanne (Netherlands Inland Transport Workers)

I. Haugen (Norwegian Seamen)

A. E. Lyon (U.S. Railwaymen)

O. Becu, *General Secretary*.

\* Membership lapsed, see Executive Committee.

T. Yates was a member of the Executive Committee in a consultative capacity as the Chairman of the Management Committee.

The Vienna Congress elected the following members of the Executive Committee:

- A. Thaler (Austrian Railwaymen)
- H. Düby (Swiss Railwaymen)
- H. J. Kanne (Netherlands Inland Transport Workers)
- R. Dekeyzer (Belgian Transport Workers)
- I. Haugen (Norwegian Seamen)
- E. Borg (Danish Transport Workers)
- F. Laurent (French Railwaymen)
- H. Jahn (German Railwaymen), *President*
- F. Cousins (British Transport Workers)
- A. E. Lyon (U.S. Railwaymen)
- O. Becu, *General Secretary*.

T. Yates was again a member of the Executive Committee in a consultative capacity, as the Chairman of the Management Committee.

A. Thaler (Austrian Railwaymen) resigned from the Executive Committee as from 1 January 1958 for health reasons.

In connection with the Rule VIII para 5 of the Constitution, amended by the Vienna Congress, according to which the elected members of the Executive Committee shall co-opt four additional members, the Secretariat circularized on 14 September 1956 all affiliated organizations in the Asian, African, Latin American and North American regions, requesting them to nominate candidates for those additional members. The Executive Committee, at its meeting of 7—9 January 1957 in London, after reviewing the replies from the organizations concerned, decided to co-opt the following: D. Beck (U.S. Teamsters), S. de A. Pequeno (Brazilian Transport Workers) and H. J. Randeri (Maritime Union of India). It decided further to postpone co-option of the fourth member to represent the African region, awaiting the result of the impending journey of the General Secretary to Africa. The meeting of the Executive Committee of 17—19 June in Paris co-opted M. A. Labinjo of Nigeria as member for Africa.

D. Beck did not seek re-election to office in his union, and consequently the meeting of the Executive Committee in London, November 1957, decided to consider the seat vacant.

The Executive Committee met on 27—29 February 1956 in Königsstein, 16—17 July 1956 in Vienna, 26 July in Vienna (the newly-elected Committee), 7—9 January 1957 in London, 17—19 June 1957 in Paris and 4—6 November 1957 in London.

## MANAGEMENT COMMITTEE

The Management Committee elected by the London Congress was composed of:

- J. S. Campbell (National Union of Railwaymen)
- A. Hallworth (Associated Society of Locomotive Engineers and Firemen)
- W. J. P. Webber (Transport Salaried Staffs' Association)
- T. Yates (National Union of Seamen), *Chairman*.

The Vienna Congress elected the following members of the Management Committee:

- A. Hallworth (Associated Society of Locomotive Engineers and Firemen)
- D. S. Tennant (Merchant Navy and Air Line Officers' Association)
- W. J. P. Webber (Transport Salaried Staffs' Association)
- T. Yates (National Union of Seamen)

The Management Committee re-elected T. Yates as its Chairman.

During the period under review the Management Committee met on 20 January, 23 February, 22 May, 19 October and 14 December 1956, and 1 March, 26 April, 26 July, 13 September and 13 December 1957.

## THE PRESIDENT

The General Council, after being elected by the Vienna Congress, unanimously elected the Acting President, H. Jahn, President of the I.T.F. and F. Cousins Vice-President.

## AUDITORS AND ACCOUNTANTS

The Vienna Congress elected R. J. Gunter and T. Hollywood as members of the Committee of Auditors.

T. Hollywood died and was not replaced.

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

## PUBLICATIONS

The *I.T.F. Journal* has been published regularly monthly in English. The German edition every two months.

The *Press Report* is being published twice a month in English, French, German and Swedish.

In January 1957 the Spanish edition of the *Press Report* ceased to exist but a special monthly publication combining the *Press Report* and the *Journal* is being issued.

Finally, a special edition of the monthly journal in Japanese is being issued in Tokyo.

### THE SECRETARIAT

Early in 1956 the Assistant General Secretary, P. Tofahrn, left the services of the I.T.F. to take up an appointment as General Secretary of the International Federation of Unions of Employees in Public and Civil Services. As a result the position of the Secretary of the Railwaymen's and Road Transport Workers' Sections also became vacant. On 19 April 1956 a circular was sent to affiliated unions concerned asking them to put forward candidates for the position of the Section Secretary. Altogether four candidates were nominated. The Railwaymen's and the Road Transport Workers' Section Conferences during the Vienna Congress considered the question of a new Section Secretary but decided to leave the final decision to the Executive Committee. The newly-elected Executive Committee, meeting on 26 July 1956, elected the nominee of the Swiss Railwaymen's Union, Hans Imhof, as Secretary of the Railwaymen's and Road Transport Workers' Sections. He started his work on 10 September 1956.

During the two years several changes took place in the composition of the staff. Two section assistants, F. Braun and Ch. Godfrey, left the services of the I.T.F. on 31 August 1956 and 30 November 1957 respectively and were not replaced. Two shorthand-typists, Miss W. Hesse and Mrs. M. Clark, resigned and were replaced by Miss B. Boyde (31 August 1957) and Miss U. Pausmer (2 October 1957). A new shorthand-typist, Miss M. Sinclair, was engaged on 15 October 1956. On 2 September R. C. Coutts was appointed Director of Regional Affairs. And finally, the Spanish translator, L. Martinez, was transferred to Mexico and took charge of the Latin American Subsecretariat.

At the end of 1957 the composition of the staff was as follows:

- O. L. Becu (General Secretary)
- Miss M. Anderson (librarian)
- Miss T. Asser (personal secretary)
- G. Berger (translator-interpreter)
- Mrs. M. Blanchard (shorthand-typist)
- Miss B. Boyde (shorthand-typist)
- R. C. Coutts (director of regional affairs)
- I. Dahlbom (translator-interpreter)
- Mrs. T. Dawn—formerly Miss T. Osborne (shorthand-typist)
- E. Downing (research assistant)
- Mrs. G. Eady (copy typist)
- K. Golding (research and publications officer)
- H. Imhof (section secretary)
- Mrs. L. Kant (chief shorthand-typist)
- A. Klatil (office manager)
- H. Lewis (research assistant)
- J. L. Merle (translator-interpreter)

Mrs. E. Pearson (telephonist)  
 Mrs. E. Pemberton (cashier)  
 R. Santley (section assistant)  
 Miss M. Sinclair (shorthand-typist)  
 E. Thomas (filing clerk)  
 Mrs. R. West (shorthand-typist)  
 L. White (special officer)

### REPRESENTATIONS

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

#### 1956

9 January	...	...	Jubilee Congress of the Finnish Railwaymen's Union, Helsinki—H. Blomgren.
9 March	...	...	Liaison Committee of the I.C.F.T.U., Brussels—O. Becu.
14 - 21 March	...	...	Conference of the International Federation of Air Line Pilots' Associations, Rome—A. Gatto.
25 March	...	...	Congress of the Dockers' Section of the Belgian Transport Workers' Union, Antwerp—O. Becu.
27 March	...	...	Executive Board of Nordic Confederation of Ship's Officers, Stockholm—D. S. Tennant.
10 May	...	...	Jubilee Festival of the Norwegian Transport Workers' Union, Oslo—M. Trana.
11 - 13 May	...	...	Congress of the Luxembourg Railwaymen's and Transport Workers' Union, Luxembourg—G. Devaux.
15 - 17 May	...	...	Congress of the Danish Locomotivemen's Union, Copenhagen—A. Hallworth.
28 May - 1 June	...	...	Annual Conference of the British Transport Salaried Staffs' Association, Bridlington—O. Becu.
2 - 8 June	...	...	Congress of the French Railwaymen's Federation, Mulhouse—G. Devaux.
22 - 23 June	...	...	Congress of the Netherlands Seafarers' and Fishermen's Union, Utrecht—O. Becu.
3 - 4 July	...	...	Consultative Board of the I.C.F.T.U., Brussels—R. Dekeyzer, H. J. Kanne, F. Laurent, T. Yates and O. Becu.
4 - 5 July	...	...	Congress of the Finnish Seamen's Union, Helsinki—I. Haugen.
7 - 8 July	...	...	Congress of the Scandinavian Transport Workers' Federation, Abo (Finland)—I. Haugen.
9 - 12 August	...	...	Congress of the Spanish Trade Union Confederation in Exile, Toulouse—F. Laurent.

- 4-8 September ... Quadrennial Convention of the International Association of Machinists, San Francisco—O. Becu.
- 16-21 September ... Congress of the German Railwaymen's Union, Munich—H. J. Kanne.
- 23-25 September ... Congress of the Danish General Workers' Union, Copenhagen—F. Cousins.
- 17 October ... European Conference of Ministers of Transport, Munich—M. Gilbert, H. W. Koppens, K. Kühne, W. Mikkelsen, P. J. Seton and H. Imhof.
- 26-28 October ... Congress of the Belgian Trade Union Confederation, Brussels—H. Imhof.
- 29-30 October ... General Conference of the International Trade Secretariats, Brussels—O. Becu.
- 22-24 November ... Congress of the Austrian Railwaymen's Union, Vienna—H. Jahn.
- 26 Nov. - 1 December ... Congress of the Norwegian Railwaymen's Union, Oslo—W. J. P. Webber.
- 17 December ... Opening Ceremony of the International Seamen's Home, Antwerp—O. Becu.

### 1957

- 26 February ... Liaison Committee of the I.C.F.T.U., Brussels—O. Becu.
- 7 March ... Governing Body of the I.L.O., Geneva — D. S. Tennant.
- 11-23 March ... Sixth Session of the Inland Transport Committee of the I.L.O., Hamburg—O. Becu, H. Imhof.
- 23-24 March ... Congress of the Mexican Motor Drivers' Union, Culiacán—L. Martinez.
- 25-30 March ... Biennial Convention of the International Seafarers' Union of North America, San Francisco—E. Johansen.
- 6 April ... 50th Jubilee celebrations of the Belgian Transport Workers' Union, Antwerp — O. Becu.
- 20-30 April ... Congress of the Chilean Seafarers' Union, Valparaiso—S. de A. Pequeno.
- 16-17 April ... I.C.F.T.U., European Regional Organization, Conference on European Common Market, Brussels—G. Devaux, K. Kühne, H. Imhof.
- 19-25 May ... Congress of the Swedish Railwaymen's Union, Stockholm—H. J. Kanne.
- 20-24 May ... Annual Conference of the British Transport Salaried Staffs' Association, Folkestone — O. Becu.



30 - 31 May	...	...	General Conference of the International Trade Secretariats, Brussels—R. Dekeyzer, H. Jahn, O. Becu.
30 May - 2 June	...	...	Congress of the Finnish Railwaymen's Union, Helsinki—H. Imhof.
29 June - 1 July	...	...	Congress of the Swiss Transport Workers' Union, Basle—H. Imhof.
1 - 13 July	...	...	Annual General Meeting of the British National Union of Railwaymen, Southport—H. Imhof (attended sessions of 7 to 9).
2 July	...	...	Hearing at Committee of Substitutes of the Conference of European Ministers of Transport, Paris—H. Imhof (advisers: M. Gilbert, K. Kühne, W. Mikkelsen, P. Seton).
3 - 4 July	...	...	Liaison Committee of Free Trade Unions of Wagon-Lits Personnel, Basle—H. Imhof.
4 July	...	...	General Conference of the International Trade Secretariats, Tunis—H. Jahn, O. Becu.
5 - 13 July	...	...	Fifth World Congress of the I.C.F.T.U., Tunis—H. Jahn, O. Becu.
13 - 16 July	...	...	Congress and Jubilee celebrations of the Scandinavian Transport Workers' Federation, Hälsingborg—F. Cousins.
18 - 21 August	...	...	Third Congress of the Tela Railroad Workers' Union of Honduras—L. Martinez.
25 - 31 August	...	...	Congress of the Swedish Transport Workers' Union, Stockholm—O. Becu.
10 - 11 September	...	...	Conference of the Shipbuilding Department of the International Metal Workers' Federation, Rotterdam—P. de Vries.
13 - 15 September	...	...	Congress of the Belgian Tramwaymen's Union, Ostend—H. Imhof.
15 - 20 November	...	...	Congress of the Norwegian Transport Workers' Union, Oslo—I. Haugen, O. Becu.
7 - 11 October	...	...	11th National Convention of the National Maritime Union of America, New York—O. Becu.
14 - 16 October	...	...	International Centre of Free Trade Unionists in Exile, Brussels—R. Dekeyzer.
24 - 26 October	...	...	Indonesian Civil Aviation Staff Union, Bandung—J. Soares.
24 October	...	...	Hearing at the Conference of Ministers of Transport, Rome—M. Gilbert, H. Imhof.
9 - 13 December	...	...	Inland Transport Committee of the U.N., E.C.E., Geneva—H. Imhof.
16 - 20 December	...	...	Visit to Moroccan Trade Union Federation to discuss affiliations—O. Becu.

Many more invitations to attend meetings, congresses, etc., were received by the Secretariat, but in numerous cases only written messages were sent.

## II

### Membership

The years 1956 and 1957 witnessed an unprecedented increase in membership, notably in the number of affiliated unions. During that period not less than 53 unions were admitted to the I.T.F., bringing the total number up to 190 spread over 60 countries, as compared with 143 unions in 48 countries at the end of 1955. The aggregate membership rose from 4,914,000 at the end of 1955 to 5,738,833 at the end of 1957. If allowance is made for the fact that there are unions—and not the smallest ones—which for one reason or another do not return the full membership eligible for affiliation, it may be assumed that the I.T.F. actually embraces something like 6,750,000 workers employed in various branches of the transport industry.

It may be mentioned with satisfaction that during the two years under review no disaffiliation took place. We are even able to report the return to membership of a union which left the I.T.F. in 1953, namely, the International Organization of Masters, Mates and Pilots of the United States.

There are, nevertheless, several unions which no longer appear on the membership list, namely: two unions (Railwaymen and Transport Workers) of the Saar, which following the incorporation of the Saar Territory in Germany merged with the German unions. In Holland a reorganization of the trade union movement, which took place in 1956, resulted in the number of affiliated unions in this country being reduced from three to two. This apparent loss was made good, however, by the affiliation of a Commercial Employees' Union, which took over a part of the motor drivers who formerly belonged to one of our old affiliates. The Dutch Flying Staff Union ceased to exist and part of its membership went to the Civil Aviation Union which formerly only catered for ground staff. Finally, the Finnish General Workers' Union, which was affiliated for dockers, ceased to belong to the I.T.F. when this group seceded and the union consequently became ineligible.

#### *New Affiliations*

The following organizations were admitted to membership during 1956 and 1957:

##### **January 1956**

North Island Waterfront Workers' Industrial Association of Workers  
(New Zealand).

General Port and Harbour Workers' Union (Mauritius).

Flight Radio Officers' Association (Pakistan).

Indian Flight Engineers' Association.

National Union of Railwaymen (Malaya).

National Workers' Union of Jamaica, Transport Branch.  
Mauritius Taxi Owners' Association.  
Sindicato Industrial de Trabajadores del Transport Marítimo, Fluvial y Lacustre de la República Mexicana (Mexican seafarers and inland navigation workers).  
Sindicato Nacional de Trabajadores de Auto-Transportes y Conexos "Fernando Amilpa" (Mexican motor drivers).  
Sindicato Nacional de Estibadores Alijo, Carcaduria, Marinos y Similares de la R.M. (Mexican dockers).  
Railway African Association (Tanganyika).  
International Organization of Masters, Mates and Pilots (United States).

### **June 1956**

Algemene Bond Mercurius (Netherlands motor drivers).  
Flight Engineers' International Association (United States).  
Federación de Trabajadores Marítimos de Panama (Panamanian seafarers).  
Confederação Nacional dos Trabalhadores em Transportes Terrestres (Brazilian transport workers).  
Nigerian Transport Clerical Staff Union.  
British Honduras Development Trade Union.

### **July 1956**

Nyasaland African Motor Transport Workers' Union.  
Liga de Obreros Marítimos del Paraguay (Paraguay seafarers).

### **January 1957**

Union de Trabajadores Fluviales, Marítimos y Portuarios (Colombian seafarers, inland navigation workers and dockers).  
American Radio Association.  
Dar es Salaam Dock Workers' and Stevedores' Union (Tanganyika).  
Seamen's Union, Federation of Malaya.  
Sarekat Buruh Teknik Dan Pelabuhan (Indonesian dockers).  
Bus Drivers' and Conductors' Union (Mauritius).  
Railway African Union (Uganda).  
Tanganyika Transport and Allied Workers' Union.

### **May 1957**

British Guiana Seafarers' Union.  
Central African Road Services Workers' Trade Union (N. Rhodesia).

### **July 1957**

Centrale des Métallurgistes de Belgique (civil aviation ground staff).  
Irish Pilots' and Marine Officers' Association.  
Korean Federation of Railroad Workers' Unions.  
Association of Locomotive Drivers, Firemen and Allied Workers of Nigeria.

Sveriges Fartygsbefälsförening (Swedish masters and mates).  
Airline Stewards' and Stewardesses Association (United States).

**September 1957**

Ghana Railways Employees' Union.  
Ghana Maritime and Dock Workers' Union.  
Accra Municipal Employees' Union (Ghana).  
Sekondi-Takoradi Municipal Transport Workers' Union (Ghana).  
Ghana U.A.C. Lighterage Employees' Union.  
Adra Brothers Transport Workers' Union (Ghana).  
Kumasi Municipal Workers' Union (Ghana).  
Ghana Public Works Employees' Union.  
Tanga Port Stevedores and Dock Workers' Union (Tanganyika).  
Australasian Flight Engineers' Union.

**November 1957**

Ghana Motor Drivers' Union.  
Nyasaland Railway African Workers' Union.  
Australian Flight Stewards' Union.  
Unión Centros de Marinos (Uruguayan maritime workers).  
Transportadores Unidos Nicaraguenses (Nicaraguan transport workers).  
Unión de Marinos Mercantes de Colombia (Colombian seamen).  
Unión de Marineros, Fogoneros, Mayordomos, Cocineros, Camareros y  
Similares del Golfo de México (maritime workers in the Gulf of  
Mexico).

## LIST OF AFFILIATED ORGANIZATIONS

Country	Organization	31st December		
		1955	1956	1957
Argentina ...	La Fraternidad (locomotive-men) ... ..	20,000	20,000	20,000
	Unión Tranviarios (tramway-men) ... ..	64,000	64,000	64,000
Australia ...	Maritime Transport Council	15,000	15,000	15,000
	Flight Stewards' Association	—	—	200
	Australasian Airline Flight Engineers' Association ...	—	—	152
Austria ...	Gewerkschaft der Eisenbahner (railwaymen) ... ..	70,000	70,000	70,000
	Gewerkschaft der Bediensteten im Handel, Transport und Verkehr (transport workers) ... ..	20,500	20,360	20,360
Belgium ...	Belgische Transportarbeidersbond (transport workers)...	20,700	23,729	28,000
	Secteur Cheminots de la C.G.S.P. (railwaymen) ...	31,900	31,900	31,900
	Centrale Belge du Personnel des Tramways, Vicinaux et Autobus (passenger transport workers) ... ..	15,000	11,000	11,000
	Secteur Aviation Civile de la C.G.S.P. (civil aviation) ...	500	500	500
	Centrale des Métallurgistes de Belgique (civil aviation) ...	—	—	775
	Confederação Nacional dos Trabalhadores em Transportes Terrestres (transport workers) ... ..	—	192,000	192,000
British Honduras	British Honduras Development Trade Union (dockers) ... ..	—	315	440
British Guiana	British Guiana Seafarers' Union ... ..	—	—	213
Canada ...	Canadian Brotherhood of Railway Employees and other Transport Workers	30,000	34,436	34,040
	Railway Labor Executives' Association ... ..	95,000	125,000	125,000
	Canadian Airline Dispatchers' Association ... ..	79	79	82

Country	Organization	31st December		
		1955	1956	1957
Chile	Confederación Marítima de Chile (seafarers and dockers) ... ..	10,500	10,500	10,500
	Federación Industrial Ferroviaria de Chile (railwaymen)	25,000	25,000	25,000
	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	1,023
	Unión de Trabajadores Fluviales Marítimos y Portuarios (seafarers and dockers) ...	—	—	8,000
	Unión de Marineros Mercantes de Colombia ... ..	—	—	400
Cuba	Federación Marítima Nacional (seafarers) ... ..	10,500	10,000	9,500
	Federación Nacional de los Obreros del Transporte (transport workers) ...	16,800	16,800	16,800
	Federación Nacional Hermandad Ferroviaria (railwaymen) ... ..	9,780	9,500	8,620
	Federación Aérea Nacional (civil aviation) ... ..	1,420	1,400	1,580
Denmark	Sømaendenes Forbund i Danmark (seamen) ... ..	5,074	5,211	6,030
	Søfyrbødernes Forbund i Danmark (ship firemen) ...	1,759	1,775	1,689
	Dansk Sø-Restaurations Forening (stewards) ... ..	1,000	1,000	1,000
	Dansk Arbejdsmandsforbund (transport workers) ...	40,000	40,000	40,000
	Dansk Jernbaneforbund (railwaymen) ... ..	10,472	10,346	10,198
	Dansk Lokomotivmands Forening (locomotivemen) ...	2,200	2,200	2,200
	Privatbanefunktionærernes Forbund (staff private railways) ... ..	900	850	750

Country	Organization	31st December		
		1955	1956	1957
Denmark ...	Dansk Lokomotivmands Forbund (private railways' locomotivemen) ... ..	291	281	262
Ecuador ...	Sindicato de Estibadores Portuarios y Auxilios (dockers)	400	400	400
Egypt ...	Zagazig Motor Drivers' Union Alexandria Mercantile Navy Staff Syndicate ... ..	700 700 575	700 700 575	700* 700* 575*
Estonia (exile) ...	Eesti Meremeeste Union (seafarers) ... ..	1,120	1,360	1,345
Finland ...	Finlands Sjömans - Union (seafarers) ... ..	6,920	7,049	7,174
	Finlands Maskinmästareförbund (ships' engineers) ...	1,860	1,250	1,300
	Finska Järnvägsmannaförbundet (railwaymen) ... ..	14,600	16,200	15,654
	Finska Lokmannaförbundet (locomotivemen) ...	4,500	4,655	5,010
	Finlands Bilbranscharbetareförbund (motor drivers) ...	5,500	5,500	5,500
France ...	Fédération Nationale de la Marine Marchande F.O. (seafarers) ... ..	7,650	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)	6,200	6,200	6,200*
	Fédération Syndicaliste F.O. des Cheminots (railwaymen) ... ..	31,000	31,000	31,000
	Fédération National F.O. des Transports (transport workers) ... ..	7,000	5,500	5,500
	Fédération des Travaux Publics et des Transports F.O. (civil aviation) ... ..	7,700	8,700	9,000
	Syndicat National du Personnel Navigant de l'Aéronautique Civile (civil aviation)	700	700	700
Germany ...	Gewerkschaft öffentliche Dienste Transport und Verkehr (transport workers) ...	109,137	108,466	110,612

Country	Organization	31st December		
		1955	1956	1957
Germany ...	Gewerkschaft der Eisenbahner Deutschlands (railwaymen) ... ..	422,170	430,313	441,277
Ghana ...	Government Transport Workers' Union ... ..	1,000	1,000	1,000
	Ghana U.A.C. Lighterage Employees' Union ...	—	—	350
	Adra Brothers Transport Workers' Union ... ..	—	—	100
	Kumasi Municipal Workers' Union ... ..	—	—	2,000
	Ghana Railway Employees' Union ... ..	—	—	5,000
	Accra Municipal Employees' Union ... ..	—	—	1,000
	Secondi - Takoradi Municipal Transport Workers' Union	—	—	300
	Ghana Motor Union ...	—	—	10,000
	Ghana Maritime and Dock Workers' Union ... ..	—	—	4,000
	Ghana Public Works Employees' Union ... ..	—	—	15,000
Great Britain	National Union of Seamen ...	60,000	60,000	60,000
	Merchant Navy and Air Line Officers' Association ...	12,500	14,500	14,500
	Radio Officers' Union ...	3,856	3,853	3,793
	Transport and General Workers' Union ... ..	250,000	250,000	250,000
	National Union of Railwaymen ... ..	353,338	348,261	345,979
	Associated Society of Locomotive Engineers and Firemen ... ..	69,371	73,761	73,078
	Transport Salaried Staffs' Association ... ..	87,560	85,944	88,214
	Union of Shop, Distributive and Allied Workers ...	40,000	40,000	40,000
	Scottish Horse and Motor-men's Union ... ..	15,000	15,000	13,000
	Cardiff, Penarth and Barry Coal Trimmers' Union ...	340	251	250*



Country	Organization	31st December		
		1955	1956	1957
Greece	Pan-Hellenic Seamen's Federation ... ..	20,500	20,500	20,500
	Federation of Greek Dockers	10,000	12,438	10,000
	Fédération Panhellénique des Cheminots (railwaymen)...	10,500	10,500	10,500
Grenada	Grenada Seamen and Waterfront Workers' Union ...	316	409	448
Hongkong	Kowloon - Canton Railway Workers' Union ... ..	350	350	350
Iceland	Sailors' and Fishermen's Union ... ..	1,663	1,653	1,760
	Indian Seafarers' Federation	14,520	14,000	14,000*
India	Maritime Union of India ...	1,075	1,208	1,294
	All-India Railwaymen's Federation ... ..	280,000	250,000	283,742
	National Union of Railwaymen of India and Burma ...	672	600	600*
	Transport and Dock Workers' Union of Bombay ...	7,382	7,000	7,000*
	Indian Flight Engineers' Association ... ..	—	19	19
	Marine, Port and General Workers' Union ... ..	1,000	2,250	2,250*
	Irish Transport and General Workers' Union ... ..	5,000	5,000	5,000
Irish Republic	Irish Pilots' and Marine Officers' Association ... ..	—	—	400
	Sarekat Buruh Teknik dan Pelabuhan (dockers) ...	—	—	6,138
	Israel Seamen's Union ...	1,825	1,993	1,993*
Israel	National Union of Government Employees, Railwaymen's Section ... ..	1,900	1,650	1,650*
	Italy	Federazione Gente del Mare (seafarers) ... ..	18,000	21,483
Federazione Nazionale dei Lavoratori Portuali (dockers) ... ..		7,240	6,450	6,600
Sindacato Italiano Unitario Ferrovieri (railwaymen) ...		16,400	17,500	17,340

Country	Organization	31st December		
		1955	1956	1957
Italy	Sindacato Autonomo Unificato Ferrovieri Italiani (railwaymen) ...	33,192	33,192	33,192*
	Federazione Nazionale Lavoratori Autoferrotranvieri ed Internavigatori (passenger transport and inland navigation) ...	20,000	20,000	22,000
	Federazione Italiana Lavoratori Trasporti e Ausiliari del Traffico (transport workers) ...	21,415	20,000	20,000*
	Sindacato Nazionale Gente dell' Aria ...	774	700	700*
Jamaica	National Workers' Union of Jamaica (Transport Branch)	—	2,000	2,000*
Japan	All-Japan Seamen's Union ...	81,190	83,693	82,568
	National Railway Workers' Union ...	380,000	340,000	368,160
	Federation of Municipal Transport Workers' Unions	39,000	30,000	30,000*
	Travel Bureau Trade Union	2,300	2,300	3,000
Kenya	East African Railway Asian Union ...	2,000	2,800	4,273
	Transport and Allied Workers' Union ...	1,600	13,000	13,000
	Railway African Union ...	3,000	8,050	12,000
	Dock Workers' Union ...	1,000	1,000	1,000*
Korea	Korean Federation of Railroad Workers' Unions ...	—	—	27,300
Luxembourg	Fédération Nationale des Cheminots et des Travailleurs du Transport Luxembourgeois (railwaymen and transport workers) ...	7,055	6,525	6,675
Malaya	National Union of Railwaymen ...	—	4,000	4,000*
	Seamen's Union, Federation of Malaya ...	—	—	320

Country	Organization	31st December		
		1955	1956	1957
Mauritius ...	Mauritius Taxi Owners' Association ... ..	—	200	165
	General Port and Harbour Workers' Union ... ..	—	1,526	1,652
	Bus Drivers' and Conductors' Union ... ..	—	—	310
Mexico ...	Alianza de Tramviarios de México (tramwaymen) ...	4,100	4,100	4,100
	Sindicato Industrial de Trabajadores del Transporte Marítimo, Fluvial y Lacustre de la República Mexicana (seamen and dockers)	—	1,800	1,800
	Sindicato Nacional de Trabajadores de Auto-Transportes y Conexos "Fernando Amilpa" (passenger transport) ... ..	—	50,000	50,000
	Sindicato Nacional de Estibadores, Alijo, Carcaduría, Marineros y Similares de la R.M. (dockers) ... ..	—	3,000	3,000
	Unión de Marineros, Fogoneeros, Mayordomos, Cocineros, Camareros y Similares del Golfo de México (seafarers in Gulf of Mexico)	—	—	250
Netherlands	Nederlandse Bond van Vervoerspersoneel (transport workers) ... ..	—	42,403	41,422
	Centrale van Zeevarenden ter Koopvaardij en Visserij (seafarers and fishermen) ...	—	14,599	14,756
	Algemene Bond van Luchtvaartpersoneel (civil aviation) ... ..	1,150	1,250	1,188
	Algemene Bond Mercurius (motor drivers) ... ..	—	1,572	1,757
New Zealand	Federated Seamen's Union of New Zealand ... ..	2,500	2,500	2,500
	Federated Cooks' and Stewards' Union of New Zealand	850	977	1,048

Country	Organization	31st December		
		1955	1956	1957
New Zealand	North Island Waterfront Workers' Industrial Association of Workers ...	—	4,214	4,374
Nicaragua ...	Transportadores Unidos Nicaraguenses (transport workers) ...	—	—	3,000
Nigeria ...	Amalgamated Dock Workers' Union of Nigeria and the Cameroons ...	3,500	3,500	1,423
	Railway Technical Staff Association of Nigeria ...	1,139	1,100	1,536
	Nigerian Transport Staff Union ...	—	3,000	3,750
	Association of Locomotive Drivers, Firemen and Allied Workers of Nigeria ...	—	—	650
Norway ...	Norsk Sjømannsforbund (seafarers) ...	36,000	36,000	46,000
	Norsk Styrmandsforening (mates) ...	4,487	4,603	4,636
	Det Norske Maskinistforbund (ships' engineers) ...	4,000	4,000	4,300
	Norsk Transportarbeiderforbund (transport workers) ...	24,558	23,177	23,495
	Norsk Jernbaneforbund (railwaymen) ...	22,506	22,299	21,803
	Norsk Lokomotivmandsforbund (locomotivemen) ...	2,300	2,360	2,264
	Norsk Jern- og Metallarbeiderforbund (civil aviation) ...	350	350	350
Nyasaland ...	Nyasaland Railway Asian Union ...	110	110	110
	Nyasaland African Motor Transport Workers' Union ...	—	250	460
	Nyasaland Railway African Workers' Union ...	—	—	3,000
Pakistan ...	Pakistan Transport Workers' Union ...	102,780	79,469	25,000
	Eastern Pakistan Railway Employees' League ...	39,000	40,000	40,000*

Country	Organization	31st December		
		1955	1956	1957
Pakistan ...	Maritime Union of Pakistan	150	159	159*
	Flight Radio Officers' Association ... ..	—	19	19
Panama ...	Federación de Trabajadores Marítimos de Panama (seamen) ... ..	—	700	700
Paraguay ...	Liga de Obreros Marítimos de Paraguay (seamen) ...	—	2,000	3,000
Philippines ...	Philippine Transport Workers' Organization ... ..	35,000	35,000	28,635
Poland (exile)	Association of Polish Merchant Navy Officers and Seamen in London.	441	460	375
Rhodesia ...	Rhodesian Railway Workers' Union ... ..	4,800	4,899	5,010
	Railway African Workers' Union ... ..	4,000	4,000	8,015
	Central African Road Services Workers' Trade Union ... ..	—	—	750
	St. Lucia Seamen's and Waterfront Workers' Trade Union	1,100	1,100	1,100*
South Africa	South African Council of Transport Workers ...	3,000	3,000	3,000*
Spain (underground)	Sindicato Nacional Ferroviaria (railwaymen) ... ..	12,000	12,000	12,000
	Federación Nacional del Transporte UGT (transport workers) ... ..	10,000	10,000	10,000
Sweden ...	Svenska Sjöfolksförbundet (seafarers) ... ..	14,579	19,982	19,851
	Svenska Maskinförbundet (ships' engineers) ...	4,110	2,639	2,614
	Svenska Transportarbetareförbundet (transport workers) ... ..	44,000	44,000	45,979
	Svenska Järnvägsmannaförbundet (railwaymen) ...	63,493	63,343	63,892

Country	Organization	31st December		
		1955	1956	1957
Sweden ...	Handelstjänstemannaförbundet (civil aviation) ...	3,080	3,080	3,069
	Sveriges Fartygbefälsförening (masters and mates) ...	—	—	3,261
Switzerland	Schweizerischer Eisenbahnerverband (railwaymen) ...	44,337	44,763	45,370
	Verband der Handels-, Transport- und Lebensmittelarbeiter der Schweiz (transport workers) ...	10,431	10,436	10,525
	Schweizerischer Verband des Personals öffentlicher Dienste (civil aviation) ...	746	1,045	1,082
Tanganyika	Railway African Union ...	—	7,000	7,000
	Dar es Salaam Dockworkers' and Stevedores' Union ...	—	—	2,150
	Transport and Allied Workers' Union ...	—	—	1,000
	Tanga Port, Stevedores and Dock Workers' Union ...	—	—	956
Trinidad ...	Seamen and Waterfront Workers' Trade Union ...	2,000	2,736	2,736
Tunisia ...	Fédération Tunisienne des Ports et Docks (dockers) ...	1,200	1,200	1,200*
	Fédération Tunisienne des Cheminots (railwaymen)...	3,000	3,000	3,000*
	Syndicat Tunisien du Personnel Civil de la Marine du Port de Bizerte (navy civil staff) ...	1,200	1,200	1,200*
Uganda ...	Railway African Union ...	—	—	3,000
United States	Seafarers' International Union of North America ...	51,000	51,000	56,000
	National Maritime Union of America ...	40,000	40,500	48,600
	Radio Officers' Union ...	869	950	970
	International Organization of Masters, Mates and Pilots	—	10,000	10,000*

Country	Organization	31st December		
		1955	1956	1957
United States	American Radio Association	—	—	1,000
	International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America ... ..	150,000	500,000	500,000
	Railway Labor Executives' Association ... ..	923,777	1,021,500	1,021,500
	Transport Workers' Union of America ... ..	75,000	75,000	75,000
	International Association of Machinists ... ..	29,960	27,515	27,515*
	Air Line Pilots' Association ...	9,556	10,473	12,325
	Flight Engineers' International Association ... ..	—	3,000	4,000
	Airline Stewards' and Stewardesses' Association ...	—	—	4,000
	Uruguay ...	Federación Ferroviaria y Ramas Anexas del Uruguay	7,500	7,500
	Unión Centros de Marineros (seafarers) ... ..	—	—	700

\* Estimate or previous figure.

### III

## Relations with Affiliated Unions

The rapid increase in the number of unions and countries affiliated with the I.T.F. during the two years under review brought with it a corresponding growth of the relations maintained with them. In many cases these relations took the shape of actions on behalf of affiliates, and they are therefore dealt with in Chapter V under that title. Others were of a purely sectional nature and are therefore covered in the part of this report devoted to sectional affairs. The present chapter, consequently, is confined to cases not coming under either of those heads. Even these, however, were so manifold that we cannot enumerate them all, but limit ourselves to a selection of those containing some element of more general interest.

### AUSTRALIAN SEAFARERS

At the middle of 1957 it was reported that at a press conference in Calcutta, attended by representatives of the Australian Seamen's Union and the All-India Seafarers' Federation, statements had been made that a meeting representative of half a million Asian and Australian seamen would take place later in the year in Calcutta to protest, among other things, against nuclear tests in the Pacific.

Communist influence has been on the wane for some time past in Calcutta and this sounded like an attempt to revive it. As the name of the I.T.F. had been mentioned, we wrote to our affiliate, the Australian Maritime Transport Council, to dissociate the I.T.F. from the manoeuvre, and learned that the statements mentioned had been made without the authority of the Australian Seamen's Union. The Calcutta district of the National Union of Seamen of India subsequently informed us that the attempts to organize the conference in question were meeting with very little success.

### BRAZIL TRANSPORT WORKERS

The resolution adopted by the Vienna Congress protesting against restrictions of the right of association of workers employed by national transport undertakings in Brazil was brought to the notice of the President of the Brazilian Republic in October 1956. The Brazilian Transport Workers' Federation was kept informed of the action taken. A reply received in January 1958 stated that a law introduced in the previous March had amended existing regulations in such a way that all transport workers in State enterprises were now entitled to belong to the trade unions of their choice.

Another resolution, concerning private chauffeurs in Brazil, which had been submitted to the Vienna Congress but was not discussed, was laid before and adopted by the conference of the Road Transport Workers' Section held in Stuttgart in November 1956. The resolution,



which complained of the classification of private chauffeurs as domestic servants and consequent loss of social rights, requested the I.T.F. to approach the Brazilian Government and urge the classification of private chauffeurs with other categories of motor drivers.

### **BRITISH GUIANA SEAFARERS**

About the middle of 1956 this Union asked for help in relieving the heavy unemployment among its members. We advised them to communicate with the National Maritime Board in London. Thus both the owners and the unions in Britain would be apprised of the difficulties in Georgetown.

Following a request for financial assistance, a grant was made to cover half the expenses of two delegates attending a Caribbean Transport Workers' Conference in Trinidad in April 1957. In subsequent correspondence the Union informed us that its position was much improved.

### **BRITISH HONDURAS DEVELOPMENT TRADE UNION**

At the end of 1956 a grant of £25 per month for a period of six months was made to this Union to help it with a membership drive. The grant was continued for a further period of three months in July 1957. The Union, when writing to express its appreciation, reported that two organizers had been engaged and that the results of its recruitment work had been satisfactory.

### **BRITISH MERCHANT NAVY OFFICERS**

In April 1956 a merger took place between the Navigators' and Engineer Officers' Union and the Marine Officers' Association of Britain. The new organization was named the Merchant Navy and Air Line Officers' Association and continued affiliated with the I.T.F. D. S. Tennant, General Secretary of N.E.O.U., became General Secretary of the new M.N.A.O.A.

### **BRITISH RAILWAYMEN**

An enquiry was received from the Women's Guild of the British National Union of Railwaymen concerning the possibility of affiliation with the I.T.F., or help in establishing contacts with similar organizations in other countries. The matter was considered by the Railwaymen's Sectional Committee in Frankfurt in October 1956, which suggested that such contacts should be established through affiliated railwaymen's unions. We offered to ascertain whether similar women's guilds existed in other countries and whether the railwaymen's organizations concerned wished for international contacts.

### **FINNISH DOCKERS**

As a result of difficulties within the Finnish trade union movement, a split occurred in the Finnish dockers' organization in 1957. A group of dockers broke away from the Finnish General Workers' Union (Suomen

Työläisliitto RY) and formed a new dockers' union (Suomen Satamamiehet RY). Subsequently another new dockers' organization (Suomen Satamatyöutekijain Liito) was formed, under the auspices of the Finnish T.U.C.

As the General Workers' Union no longer organized dockers, its affiliation with the I.T.F. ceased at the end of 1957. Meanwhile the first-mentioned dockers' union had applied for affiliation. When the application was considered by the Executive Committee of the I.T.F. in November 1957 it was decided to await the outcome of the consultation with the Finnish affiliates and the attitude taken up by the Scandinavian Transport Workers' Federation. Subsequently the other new dockers' union in Finland also applied for affiliation. This application was to be considered at the first meeting of the I.T.F. Executive Committee in 1958.

### **FRENCH AIR CONTROL STAFF**

Following a fifty-two day strike of control staff at the French airport of Orly, in which 500 members of the French Federation of Transport and Public Service Workers were involved, the Management Committee decided, in January 1956, to make a token grant of £250 to the Federation. They expressed their warm appreciation and informed us that the grant had been used to help those who had taken part in the strike.

### **FRENCH TRANSPORT WORKERS**

Difficulties of a jurisdictional nature arose between two of our French affiliates, the F.O. Transport Workers' Federation and the F.O. Transport and Public Service Workers' Federation, when two unions of Parisian passenger transport workers withdrew from the former organization and joined the latter.

The effects of this were also felt in the I.T.F., in relation to representation within the Road Transport Workers' Section and its Sectional Committee. After the matter had been considered by the Executive Committee of the I.T.F. and the I.T.F. Road Transport Workers' Sectional Committee, and cognizance taken of the view taken by the Force Ouvriere Trade Union Centre to which both the unions concerned were affiliated in France, it was agreed that the F.O. Transport Workers' Federation should continue to hold the seat on the Road Transport Workers' Sectional Committee, but that the two unions, both the one just mentioned and the F.O. Transport and Public Service Workers' Federation, should be entitled to representation at the conferences of the I.T.F. Road Transport Workers' Section.

### **FRENCH RAILWAYMEN**

When a propaganda campaign was organized by the French Railwaymen's Federation, in connection with joint works councils elections which were due to take place in March 1957, the Management Committee of the I.T.F. made a grant of £750 to assist the attempt to strengthen the position of democratic trade unionism in France.

Unfortunately, the French Federation obtained only a slight increase in the proportion of votes cast for its candidates in the elections. The Communists suffered a setback, but the gains went mostly to the Christian unions. It is believed that the result was much influenced by the policies of the French Socialist Government on the wages and Algerian issues.

### **INDIAN RAILWAYMEN**

According to information reaching us at the end of 1956, the National Federation of Indian Railwaymen, formed in 1953 with a membership of something like one million by the merging of the All-India Railwaymen's Federation and the Indian National Railway Workers' Federation, was breaking up again owing to internal difficulties. The new Federation had been regarded as affiliated with the I.T.F., as the All-India Railwaymen's Federation had been affiliated for many years past.

Subsequent information spoke of a revival of the All-India Railwaymen's Federation and an intention to strengthen the relationship with the I.T.F. According to the latest information, however, received at the time this report closes, and confirmed by the I.T.F. Director for Regional Affairs who visited the Far East, including India, towards the end of 1957, a new attempt was being made to reunite the two railwaymen's organizations within the National Federation of Indian Railwaymen.

### **INDONESIAN DOCKERS**

The President of the Indonesian Technical and Harbour Workers Workers' Union, Johan H. Jacob, visited I.T.F. Head Office in June 1957, in conjunction with a study visit to various European countries, and was assisted in making his stay as profitable as possible.

The I.T.F. Asian Regional Representative, J. F. Soares, paid a visit to Indonesia in October 1957 when he met members and officials of our affiliate. He intended to pay another visit to attend the Congress of the Union held in Djakarta in December 1957, but had to abandon the plan owing to the political developments in the area. A token donation of £100 was made towards the congress finances of the Union, however, of which warm appreciation was expressed by the Indonesian friends.

### **ISRAELI MARINE ENGINEERS**

Having learned, in August 1957, that the American-Israeli Shipping Company was trying to recruit foreign seamen for Israeli ships, we communicated with our affiliated Israeli Seamen's Union. They replied that all recruitment of seamen for Israeli ships should be done through the union, but that in cases where they could not supply suitable personnel they would welcome the cooperation of the I.T.F. Since the case in question concerned engineer officers, of which there was a shortage in Israel, we approached our Dutch and Belgian affiliates.

### **ITALIAN SEAFARERS**

In August 1955 talks took place with the Italian Seafarers' Federation on the possibility of helping to relieve the heavy unemployment

among Italian seamen. Arrangements were made for leaders of the Norwegian and Swedish seamen's unions to meet those of the Italian union to discuss the matter.

During a discussion which took place on the Executive Committee of the I.T.F. on the danger of imported labour being used to undermine wages and working conditions, the value was stressed of transfers of labour from one country to another being arranged through the inter-medium of the trade unions concerned, on the basis of trade union standards.

A noteworthy development in the seafarers' movement in Italy, encouraging to our Italian seafarers' affiliate FEGEMARE in its efforts to contain Communist influence, was the withdrawal of the Italian seafarers' organization F.I.L.M. from the Communist-dominated Italian trade union centre C.G.I.L. at the middle of 1957.

### **MAURITIUS TAXI DRIVERS**

The Mauritius Taxi Owners' Association, composed of owner-drivers, in February 1956 asked for assistance in obtaining insurance policies on favourable terms in Britain. Full enquiries were made, but it did not prove possible to obtain the kind of arrangements desired.

We also assisted the Association in connection with claims submitted to their local authorities in the summer of 1956, by requesting the British Trades Union Congress to intervene in their favour with the Colonial Office in London.

### **NETHERLANDS TRANSPORT WORKERS AND SEAFARERS**

Reorganization of the transport workers' movement of Holland took place at a congress held at the end of 1955. Under the new structure there is a new Transport Workers' Union which embraces the former Railwaymen's Union as well as the Road Transport, Docks and Inland Navigation Groups of the former Transport Workers' Union, while the Seamen's and Fishermen's Groups of the Transport Workers' Union have merged with the former Merchant Navy Officers' Union to form a new Seafarers' and Fishermen's Union.

Civil aviation personnel remained outside the new grouping. However, a change as far as the I.T.F. is concerned is that the Federation of Flying Staff Unions of K.L.M. Personnel was dissolved as from 1 January 1956 and consequently ceased to belong to the I.T.F. On the other hand, the General Union of Civil Aviation Staff, which was formerly confined to ground staff, now also organizes some categories of flying staff. Another change was that certain categories of bus drivers were transferred to a Commercial Employees' Union, which was affiliated with the I.T.F. in respect of this membership. The net result of these changes, as explained in Chapter II on Membership, is that the number of I.T.F. affiliates in Holland remains at four.

### **NIGERIAN PORT WORKERS**

The General Secretary of the Amalgamated Dock Workers' Union of Nigeria and the Cameroons, A. Okon, spent several weeks in London

in the autumn of 1956 for talks with principals of British shipping companies on the problem of "crew boys," labour which is carried on board for performing loading and unloading work in ports on the West Coast of Africa and creates a problem owing to the displacement of local labour. The I.T.F. assisted by bearing the costs of the Nigerian comrade's stay in England and arranging for contacts.

### **NIGERIAN RAILWAYMEN**

In March 1956 a grant of £200 was made to the Railway Technical Staff Association of Nigeria to permit of the engagement of an additional paid official. Previously we had helped the Association by paying for the journey of its General Secretary, L. Agonsi, to attend an I.T.F. Railwaymen's Conference, after which he spent several weeks in Britain studying social and working conditions and making contacts.

In September 1957 we learned that the organization had gone through a period of great financial difficulty, but had found a temporary solution with the help of the Public Services International, which was engaging the Association's General Secretary for a probationary period of six months for organizing work among local government workers in Nigeria.

### **SOUTH AFRICAN TRANSPORT COUNCIL**

In August 1957 there was an exchange of correspondence with the South African Transport Council which objected to views expressed on the racial problem in an article published in the I.T.F. Journal following a recent visit by the General Secretary of the I.T.F. to various African countries. The views of our South African affiliate, together with a reply by the General Secretary of the I.T.F., were also published in the I.T.F. Journal. This is not the place for discussing the issue in question, so that we confine ourselves to referring to the numbers of the I.T.F. Journal which contained the correspondence, namely July and October 1957.

### **SPANISH TRANSPORT WORKERS**

In connection with the strikes which took place in the transport industry in Spain in the months of April 1956, we received a request from the Federation of Spanish Trade Unionists in Exile in France that the I.T.F. express its sympathy with these movements, which were not only an attempt to improve working and living conditions, but also a protest against the Franco régime. The Management Committee of the I.T.F. made a grant of £200 as a token of the sympathy of the I.T.F. to be used to assist victims of the strikes.

### **TANGANYIKAN TRANSPORT WORKERS**

In the spring of 1957 a request was received for financial assistance for consolidating the Transport and Allied Workers' Union of Tanganyika. Following this, the Union was involved in a strike with the D.S.M. Motor Transport Company, in which it also needed financial assistance.

Two grants totalling £200 were made to the Union by the Management Committee of the I.T.F.

### **UGANDA RAILWAYMEN**

The Uganda Railway African Union informed us in August 1957 of difficulties caused by the fact that its President worked full time on the railways and the attitude of management which consistently hampered his trade union duties by arranging his working hours at inconvenient times. We offered to help by paying one half of the salary of a full-time official, for a period of six months, after which we hoped that the Union, with its 2,000 members, would be in a position to meet the cost itself.

We further helped the Union by advancing the money for the purchase of a badge for members, to be repaid as the badges are sold.

### **UNITED STATES FLIGHT ENGINEERS**

During the second half of 1956 we learned that an international conference of flight engineers had been convened in Paris at the initiative of the French Air Line Officers' Association, and that W. D. Kent of the U.S. Flight Engineers' International Association had been invited to attend and to preside over it.

We conveyed to our American affiliate that its participation in such a conference, the purpose of which was to establish an international federation of flight engineers, was against the interests of the I.T.F., that the problem of the crew complement was one affecting all categories of flying staff and not flight engineers only, and that separate discussions on the problem would only obstruct the efforts being made by the I.T.F. The Association wrote that their intention had been to convince flight engineers of the importance of the role played by the I.T.F. in the international field and to persuade them to affiliate. After learning our point of view, they decided to refrain from taking part in the conference in Paris.

Subsequently there was correspondence with the Association concerning a European Federation of Flight Engineers established at a conference in Amsterdam in June 1957. We observed that the I.T.F. was not only more representative, even from a flight engineers' point of view, than any other international organization, but moreover had greater possibilities of resisting attempts of civil aviation companies to worsen conditions of service.

### **WAGON-LITS PERSONNEL**

At its February 1956 meeting the Executive Committee of the I.T.F. decided to grant recognition to a Liaison Committee formed by Unions of the Wagon-Lits (International Sleeping Car) Company, provided that the I.T.F. was kept informed of its activities and invited to its meetings. On the general principle the view of the Executive Committee was that the various unions organizing W-L staff—railwaymen's, hotel workers' and others—should be encouraged to affiliate with the I.T.F.

in respect of such personnel in so far as eligible, after which their international representation would be integrated with that of other railway categories under the auspices of the I.T.F.

Experience with the arrangement was not very satisfactory, and at a subsequent meeting of the Executive Committee of the I.T.F., it was agreed that it would be desirable to discuss international representation of W-L staff and the status of the W-L Liaison Committee with the Hotel and Restaurant Workers' International, and also at the next meeting of the I.T.F. Railwaymen's Section.

# IV

## Relations with Unaffiliated Organizations

During the period under review the I.T.F. established many contacts with various unaffiliated organizations, either by correspondence or personal contacts. In many cases these contacts resulted in affiliation of the organizations concerned to the I.T.F. These cases are reported under the heading "New Affiliations" on page 27.

Sometimes the I.T.F. intervened on behalf of these organizations at their request, and details of these actions will be found in Chapter V headed "Various Actions."

As reported elsewhere, the General Secretary made a three weeks tour through Africa in February—March 1957 during which he contacted a number of unaffiliated organizations in that region. In the Latin American region, many personal contacts were made with unaffiliated organizations during a tour of I.T.F. officials through Latin American countries in April 1956, whilst the Acting Director of the Latin American Regional Office has also been active in establishing contacts during the period under review. Similarly in Asia, and particularly in Singapore and Indonesia, the Director of the Asian Regional Office has made valuable contacts during visits to these countries. During a special mission to Japan in November 1957 personal contacts were also made with unaffiliated unions in Japan and other Asian countries.

We give below a list of unaffiliated organizations with which we established contacts of some importance:

- Aden:** Aden Port Federation of Unions (exchange of information).
- Argentina:** Unión Ferroviaria (possible reaffiliation).  
S.O.M.U. (seamen), (information).  
Masters' and Mates' Union (information).  
Centro Naval de Conductores (motormen), (information).  
Inland Navigation Masters' Association (information).  
S.U.P.A. (dockers' union), (information).  
Shipyard Workers' Federation (help in conflict).
- Australia:** Australian Tramway and Motor Omnibus Employees' Association (exchange of publications).  
Australian Railways' Union (exchange of information).
- Ceylon:** National Maritime Union of Ceylon (about affiliation).
- Colombia:** Railwaymen's Union (supply of information).  
Railwaymen' Union of the Pacific (supply of information).  
National Motor Drivers' Union (supply of information).



- Costa Rica:** National Union of Railwaymen (information and affiliation).
- Curaçao:** Petroleum Workers' Federation of Curaçao (support in dispute).
- Ecuador:** Railwaymen's Union (help to recover union).
- Faroe Islands:** Faroe Islands Fishermen's Union (possible affiliation).
- Fiji:** Commercial Employees' Union (supply of information).
- Finland:** Finnish Dockers' Union (possible affiliation).
- France:** National Union of Civil Aviation Officers (possible affiliation).
- Great Britain:** Association of Supervisory Staffs, Executives and Technicians (possible affiliation of Civil Aviation Staff).
- Greece:** Greek Motor Drivers' Union (possible affiliation).
- Guatemala:** Railwaymen's Union (personal contacts and information).
- Iceland:** Federation of Officers of the Merchant and Fishing Fleet of Iceland (possible affiliation).
- India:** Indian Pursers' Union (supply of information).  
Dock Mazdoor Union (not admitted to membership).  
Dock Tally Clerks and Allied Staff Union (supply of information).
- Indonesia:** Civil Aviation Staff's Union (contacts).  
Railwaymen's Union (assistance in training programme).
- Italy:** National Union of Porters and Helpers (exchange of correspondence in connection with withdrawal from the Communist-led Italian Trade Union Federation).
- Japan:** Locomotive Engineers' Union (contacts).  
Private Railway Workers' Union (possible re-affiliation).  
Japanese Express Workers' Union (contacts).  
Japanese Dockers' Union (contacts).
- Lebanon:** Lebanese Railwaymen's Union (supply of information).
- Morocco :** Moroccan Trade Union Federation (visit of the General Secretary).
- Nigeria:** Marine Floating Staff Union (supply of material).
- Panama:** Motor Drivers' Union (information).
- Peru:** Public Services' Drivers' Union of Lima (information).

- Salvador:** Railwaymen's Union (personal contacts, possible affiliation, information).  
Industrial Motor Drivers' Union (personal contacts, possible affiliation, information).  
Air Line Workers' Union (personal contacts, possible affiliation, information).
- Singapore:** Singapore Seamen's Council of Action, consisting of several maritime unions (contacts and help in establishing registration system, etc.).
- Sudan:** Sudanese Railwaymen's Union, Republic of Sudan Government Workers' Trade Union Federation (contacts in connection with visit of the African member of the Executive Committee).
- Turkey:** Turkish Seamen's Union (supply of material).
- Uruguay:** Maritime Unions (support in action).

## V

### Various Actions

#### **MINE WORKERS' UNION OF CURAÇAO**

In our Report 1954-55 (pages 49-50) an account was given of this Union's struggle for recognition and of the assistance the I.T.F. was able to give it, by requesting affiliates in the United States, Norway, Germany and the Netherlands to take action against phosphate-carrying ships loaded by blacklegs. In February 1956 we learned that the Union's strike had been successful. It expressed deep gratitude for the valuable part played by the I.T.F. and its affiliates.

#### **PETROLEUM WORKERS' FEDERATION OF CURAÇAO**

This Union, which also organized seafarers, was able to carry through, with I.T.F. assistance, a successful strike for recognition in the latter part of 1955. Subsequently, in consultation with the Dutch Seafarers' Union, we gave them further advice concerning their relations with Shell Tankers Ltd., Rotterdam. In this connection we suggested that it would further efforts being made on their behalf if they were affiliated with the I.T.F. In August they asked that they be regarded as affiliated and enquired about the formalities to be observed. They were supplied with the necessary information, but we have not heard from them further since.

#### **PHILIPPINE TRANSPORT WORKERS' ORGANIZATION**

A constituent of this organization, the Associated Watchmen and Security Union, was involved in a strike in February 1956, following refusal of the shipping companies to negotiate a collective agreement. The strike had to be lifted because of a court injunction, but the P.T.W.O. entered an appeal and the strike was resumed at the beginning of the following March. They supplied the I.T.F. with details of the employers' plan to destroy their organization and asked for moral and material support. A grant of \$1,000 was made to the organization's funds.

#### **DANISH SEAMEN'S STRIKE**

The Danish Seamen's Union embarked on a strike at the middle of March 1956, at which time a general strike was in progress in Denmark. After an official arbitration award had been rejected, by a narrow majority, in a vote organized by the Danish Trade Union Centre, the Danish Government declared the award compulsory and the general strike was cancelled. The Seamen's Union, however, unlike the rest of the Danish trade union movement, continued its strike, which consequently became illegal. In the meantime the I.T.F., at the request of the Union, had issued an appeal to affiliated unions requesting inter

national solidarity. As a result of its strike, the Danish Seamen's Union was sentenced to a fine of D.Kr. 1,000,000, which was duly paid, three-quarters of it by means of a special levy upon the membership. Following this, a further ballot resulted in a majority for calling off the strike, after which the I.T.F. informed affiliated unions of the end of the conflict.

### **GENERAL STRIKE IN FINLAND**

Early in March 1956 we were informed by the Finnish Seamen's Union that a general strike had been declared and that all shipping from Finland was being stopped. Traffic at Finnish airports also ceased and a boycott of all flights to Finland was imposed by Swedish and Norwegian organizations of civil aviation personnel. Pan-American Airways had announced their intention of continuing flights to Finland, and the I.T.F. was requested to try to prevent departures of Finland-bound planes from American airports and refuelling and servicing of planes in European, particularly German, airports. Cables were dispatched to civil aviation affiliates and a favourable response came from the three American organizations concerned. Solidarity action proved unnecessary, however, as a successful settlement of the Finnish strike was announced towards the end of the month.

### **SHIPS' OFFICERS' STRIKE IN CHILE**

In May 1957 a request was received from the Chilean Maritime Federation for support in connection with a strike over the rate of exchange for converting the dollar allowances of ships' officers. The I.T.F. asked dockers' and seafarers' affiliates to refrain from supplying crew replacements and handling Chilean ships in foreign ports. At the beginning of July we were informed that the strike, which had the support of the seamen and dockers in Chile, had ended successfully. The Chilean Federation expressed warm appreciation of the action taken by the I.T.F.

### **DOCK STRIKE IN MAURITIUS**

In July 1956 the General Port and Harbour Workers' Union of Mauritius advised that they were faced with the prospect of a strike as a result of the fact, among other things, that the employers were trying to foster a yellow union and refusing to renew a long-standing clause of the collective agreement concerning recognition of the Union as sole bargaining agency. The Union was in financial difficulties at the time, owing to misappropriation of funds by the Treasurer, and therefore asked for moral and financial support of the I.T.F.

Two grants, of \$1,000 and £440 respectively, were made to the Union, and in addition affiliated dockers' unions were asked to help by action against ships sailing from Port Louis during the strike. The strike, which began on 10 September, ended in a success for the Union after nine days.

The following March a grant of £50 was made to the Union towards the purchase of portable amplifying equipment for propaganda purposes.

## **ARGENTINIAN SHIPYARD DISPUTE**

A strike of some 10,000 men employed in the state and privately-owned shipyards of Argentina began in August 1956. In the following March the Argentinian Shipbuilding Workers' Union asked the I.T.F. to intervene with various shipping companies which were having repairs to vessels normally performed in Argentina carried out abroad. As such action came within the province of the International Metal Workers' Federation, the I.T.F. consulted that organization. It was agreed that the I.M.F. should inform the Argentinian Government that unless steps were taken to settle the dispute the two Internationals would consider what steps they could take to assist the strike. The Argentinian Union was informed accordingly.

## **FREE PASSAGE THROUGH THE GULF OF AQABA**

In January 1957 the Norwegian Seamen's Union informed us that it had cabled the Secretary-General of the United Nations expressing deep concern at recent developments in the Middle East and the implications for all seafaring nations. It appealed to the United Nations to work for a solution which would effectively guarantee free passage through Aqaba Gulf for the ships of all nations, an issue which was particularly acute at the time. The Norwegian Union went on to say that no solution could be acceptable which did not effectively safeguard Aqaba Gulf as an international waterway open to the ships of all nations without discrimination of any kind.

At the suggestion of the Norwegian Union, we advised affiliated seafarers' organizations of this action and requested them to make similar representations. Many unions advised that the request was acted upon.

## **DETENTION OF JAPANESE FISHERMEN IN KOREA**

We have in previous reports referred to the difficulties between Japan and Korea over territorial seas and fishing rights. One of the particularly unfortunate aspects of the dispute have been the claims and counter-claims of the two countries about seizures of fishing craft and detentions of fishermen.

On various occasions over the years the I.T.F. addressed appeals to the Korean Government for the release of detained Japanese fishermen. Similar representations were made by the I.C.F.T.U. By the end of 1957 no solution had yet been reached to the problem, but in the following February news was received of an agreement on the release of Japanese fishermen detained in South Korea. In a telegram to the I.T.F. the President of the All Japan Seamen's Union expressed "heartfelt thanks", also on behalf of the men and their families, for the assistance which had been rendered to bring about this result.

## **URUGUAYAN SHIPPING CONFLICT**

In January 1957 four Uruguayan maritime unions, representing officers and ratings on vessels of the state-owned National Ports Administration went on strike for improved wages and conditions, and

appeals for assistance were addressed to the I.T.F., the I.C.F.T.U. and the O.R.I.T. Division of the I.C.F.T.U. One vessel was held up in the port of Antwerp for seventeen days. Another would have fared likewise upon arrival in Antwerp. A third was strike-bound in Uruguay. At the end of February the Administration gave way and a satisfactory settlement was reached by the striking unions. The Uruguayan Trade Union Centre expressed its deep appreciation to the I.T.F. for the international solidarity shown during the conflict.

### **STRIKE OF NEW YORK STAFF OF SABENA**

In March 1957 the Air Transport Division of the Transport Workers' Union of America advised that SABENA employees in New York were on strike for union recognition and requested the support of the Belgian civil aviation affiliate of the I.T.F. We approached the Belgian Public Employees' Union, Civil Aviation Section, which gave every possible assistance throughout the conflict. The action of our Belgian affiliate contributed to a satisfactory settlement being secured after a strike of seven days.

### **RHINE NAVIGATION WORKERS**

Following the Rhine Navigation Workers' Conference of the I.T.F. in Rotterdam in January, 1956, we approached the Rhine Navigation Company in Strasbourg requesting that a deputation of the I.T.F. be received to discuss the possibility of improving trade union organization among French Rhine navigation personnel and arriving at better relations with the Management. The reply of the company was that it saw no purpose in receiving an I.T.F. deputation since it was prepared to consider representations of the French Rhine navigation workers.

### **ONE-MAN LOCOMOTIVE OPERATION IN CANADA**

At the request of the Brotherhood of Locomotive Firemen and Enginemen, the Secretary of the Railwaymen's Section of the I.T.F. attended a Canadian Royal Commission of Enquiry in Ottawa at the middle of 1957 to give evidence on the question of one-man operation of diesel locomotives. His contribution was much appreciated by the American affiliate.

Subsequently the Commission carried out a personal survey in Canada and Europe, in which two representatives of our affiliate took part. The I.T.F. cooperated by arranging for discussions with leading colleagues of the railway unions in three continental countries, France, Switzerland and the Netherlands, as well as Great Britain. This co-operation was also considered to have been of real assistance.

### **ISRAELI SEAMEN AND FISHERMEN DETAINED BY EGYPTIAN AUTHORITIES**

In July 1957, following the arrest of an Israeli seaman on board a Danish vessel in the port of Suez, and again in November, following the seizure of an Israeli fishing vessel and detention of its crew, the I.T.F. addressed cables to the Egyptian Government protesting strongly against such infringements of the traditions of the sea and appealed for the immediate release of the men concerned. Affiliated unions were

requested to support these efforts by making similar representations, and many reported that they had acted accordingly.

In both cases the detained men were subsequently released by the Egyptian authorities. Our Israeli affiliate attributed this to the pressure exerted by world opinion, including the I.T.F. and its affiliates.

### **ECUADOR RAILWAYMEN**

In September 1957 information was received of the struggle of the railwaymen of Ecuador to maintain, be it underground, some form of democratic and free trade union organization. They had much to contend with from the railway administration, which in August 1957 had resorted to mass dismissals of railwaymen in order to eliminate democratic elements and to encourage an organization led by Communist and Fascist elements. Through our Regional Representative for Latin America a grant of \$150 was placed at the disposal of our friends in Ecuador.

### **CANADIAN SHIPPING DISPUTE**

In November 1957 the Canadian District of the Seafarers' International Union of North America informed us that a conflict over wages which had been in progress with the Canadian National Steamships (West Indies) Company since the middle of the year had entered a critical phase owing to a move of the company to transfer its eight ships to Trinidad registry. Having regard to the international as well as the national implications of this development, the utmost support of the I.T.F. was given to the Canadian affiliate. A cable was sent appealing for the intervention of the Canadian Government, and affiliated seafarers' and dockers' unions were requested to support these representations and to assist the Canadian District in every possible other way. In view of its more direct involvement, a special appeal was addressed to the Trinidad Seamen and Waterfront Workers' Union, which pledged its solidarity with the Canadian seamen. The conflict had not ended by the end of the year.

### **IRISH SHIPPING DISPUTE**

In December 1957 the Irish Marine, Port and General Workers' Union appealed to the I.T.F. for assistance in a dispute provoked by the formation of a new Irish Seamen's Union, with the assistance of Irish shipowners, who were entering into a closed-shop agreement with it and thus threatening the livelihood of members of the M.P.G.W.U. Circulars were sent to affiliated dockers' and seafarers' unions requesting them to support actions against ships manned by members of the company-supported union. The dispute still continued at the end of the year.

### **TRADE UNION RECOGNITION ON THE JAPANESE RAILWAYS**

During 1957 a serious situation developed on the National Railways of Japan as a result of the arbitrary dismissal of a number of railway trade union officials from the railway service following a wages movement. Under Japanese trade union law, this amounted to an

attempt to withdraw recognition from the National Railway Workers' Union and other railway unions involved. The Railway Administration also victimized many union members by imposing suspensions, fines and reprimands.

The issues at stake were so vital to the existence not only of the railwaymen's unions, but of the whole free and democratic trade union movement of Japan, that requests for international support were addressed to the I.T.F. and the I.C.F.T.U. The I.T.F. for its part addressed cables to the Prime Minister of Japan and the President of the National Railways, strongly urging respect of the true spirit of collective bargaining and trade union freedom and democracy and the reinstatement of the dismissed railway workers. I.T.F. railwaymen's unions in other countries were asked to support these representations by addressing similar appeals to the authorities in Japan.

Meanwhile a high official of the General Council of Trade Unions and the National Railway Workers' Union of Japan had visited I.C.F.T.U. and I.T.F. headquarters and described the gravity of the situation. As a result of these talks, and after it had been learned that the Japanese authorities were agreeable to an independent investigation, it was decided that a joint fact-finding delegation of the I.C.F.T.U. and the I.T.F. should proceed to Japan. The I.T.F. was represented on the delegation by the Director for Regional Affairs and the Regional Representative for Asia. The mission was warmly received by our Japanese affiliates and succeeded in obtaining very useful concessions from the authorities and the railway administration regarding the observance of arbitration awards and recognition of the unions.



## VI

### Regional Activities

It will be remembered that the Vienna Congress in 1956 adopted a report which contained directives for developing as intensively as possible the activities of the I.T.F. in the regional sphere. The regional activities undertaken by the I.T.F. during the past two years in virtue of those directives will form a subject of special discussion at the 1958 Congress, in connection with which the various aspects will be dealt with in the necessary detail. In the present chapter of this general report we give only an outline of the steps which have been taken to give effect to the Vienna directives. Activities in the regional sphere in a number of cases led to cooperation with the I.C.F.T.U. and I.T.S., so that information on the subject will also be found in sub-chapter VIII-c.

#### **REGIONAL MEMBERS OF THE EXECUTIVE COMMITTEE**

In virtue of the power given to the Executive Committee, under the amendments of the I.T.F. Constitution adopted at the Vienna Congress, the following were nominated regional members of the Executive Committee:

**Africa:** M. A. Labinjo of the Nigerian Transport Clerical Staff Union.

**Asia:** J. D. Randeri of the Maritime Union of India.

**Latin America:** S. de A. Pequeno of the Brazilian Land Transport Workers' Union.

A fourth member was nominated, namely D. Beck of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, for the North American region. This member, however, subsequently did not seek re-election to office in his own organization, and consequently the Executive Committee of the I.T.F. decided, in London in November 1957, to consider the seat as vacant until a new Executive Committee was elected at the next Congress of the I.T.F.

#### **STANDING COMMITTEE ON REGIONAL AFFAIRS**

In accordance with one of the directives of the Vienna Congress, the Executive Committee at a meeting in London in January 1957, set up a sub-committee to work out a basic programme of activities for the I.T.F. The sub-committee was composed of F. Cousins of Britain, H. J. Kanne of the Netherlands, F. Laurent of France and O. Becu, General Secretary of the I.T.F. T. Yates, chairman of the Management Committee of the I.T.F., also served in an *ex-officio* capacity. The sub-committee met in London in the following May and agreed upon a number of recommendations to the Executive Committee.

One of these was for a Standing Sub-Committee on Regional Affairs. The Executive Committee at its next meeting, in Paris in June 1957, acted on this recommendation and decided that the Standing Sub-Committee should be composed of the members already mentioned, with the addition of a fifth member, A. E. Lyon of the United States, and should apply itself systematically to the task set by the Vienna Congress of intensifying and extending the regional activities of the I.T.F.

### **APPOINTMENT OF A DIRECTOR OF REGIONAL AFFAIRS**

A second recommendation of the Sub-Committee was that a Director of Regional Affairs should be appointed at the Secretariat of the I.T.F. In accordance herewith, the Executive Committee decided upon the appointment of Ray C. Coutts of the United States, who took up his duties in London as from 3 September 1957.

### **MISSIONS AND DELEGATIONS**

The Vienna Congress decided that, as part of the regional activities of the I.T.F., visits should be paid by representatives of the I.T.F. to appropriate regions to perform the necessary field work preparatory to the holding of regional conferences, setting up further regional offices, and the speediest possible development of fully-fledged regional organizations under the auspices of the I.T.F.

Below is a brief enumeration of various delegations and missions undertaken during the past two years in pursuance of that directive.

#### **Latin American Delegations**

An I.T.F. delegation composed of R. Dekeyzer, the Belgian member of the Executive Committee of the I.T.F., Ray C. Coutts, who later was appointed Director of Regional Affairs of the I.T.F., M. Meza of the Mexican Transport Workers' Union and President of the First Latin American Zone, and L. Martinez of the I.T.F. Regional Office for Latin America, made a tour of various Latin American countries in April-May 1956.

Starting from Mexico, the delegation went to Peru, Chile, Argentina, Uruguay, Brazil and back to Mexico. Fraternal contacts were established with transport workers' leaders in these countries, who all accorded a very warm welcome to the delegation and showed great interest in the objects of the I.T.F. The purpose of the delegation, to strengthen the ties with the transport workers' movement of the region and to prepare the ground for a possible Latin American conference of the I.T.F. in the near future, was well achieved.

From 8 to 30 July 1957 our Latin American representative, L. Martinez, paid a visit to several countries of the region, namely Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica and Columbia. He made many personal contacts and collected information on the trade union situation among transport workers in these countries.

### **Singapore Mission**

At the request of the seafarers' organizations in Singapore, the I.T.F. Regional Representative for Asia, J. F. Soares, twice proceeded on an advisory mission to this area with the twofold purpose, first, of assisting attempts to unify the seafarers' movement there through the United Seamen's Council of Singapore, and secondly, of assisting the seamen's organizations in their dealings with the authorities, especially in connection with the establishment of a satisfactory registration and employment scheme for seamen. Our Asian Representative spent two periods in Singapore, the first from July to September and the second in December 1957, and was successful in helping valuable progress to be made with both objectives.

In connection with this mission, the I.T.F. acted in conjunction and consultation with the I.C.F.T.U. and its representative in the Singapore area.

### **African Tour**

In January-February 1957, in accordance with special instructions of the Executive Committee, the General Secretary of the I.T.F. went on an extensive tour of African countries. During the three-week tour, on which the General Secretary was accompanied by the Publications and Research Officer of the I.T.F., K. Golding, visits were paid to the following centres: Accra and Tema (Ghana), Lagos (Nigeria), Johannesburg (South Africa), Bulawayo, Lusaka and Broken Hill (Rhodesia), Blantyre (Nyasaland), Dar-es-Salaam and Tanga (Tanganyika), Mombasa and Nairobi (Kenya), Entebbe/Kampala (Uganda) and Khartoum (Sudan).

Talks were held with officials and members of some fifty transport workers' organizations, both affiliated and non-affiliated, as well as with representatives of a number of national trade union centres and unions catering for workers in other industries. In addition, the General Secretary had meetings with representatives of Government, the employers and the transport industry in many of the places visited.

A full report on the tour was submitted to the meeting of the Executive Committee held in Paris in June 1957. It was noted with the deepest satisfaction that the I.T.F. representatives were warmly, indeed enthusiastically, received by the African brothers and able to make a positive contribution not only in stimulating interest in the I.T.F. in the region but also in encouraging the building of a strong trade union movement by the African transport workers.

As an outcome of the mission M. A. Labinjo of Nigeria was nominated as the African member of the Executive Committee of the I.T.F. A further step contemplated is the establishment of an I.T.F. Regional Office for Africa, on the lines of those already in existence for Asia and Latin America. It is hoped that it will be possible to take this important step in the further strengthening of I.T.F. relations with the African region in the near future.

### **Delegation to Japan**

In Chapter III, Relations with Affiliated Unions, reference has already been made to the difficult situation existing in the railway and

other industries in Japan, as a result of reactionary attempts to undermine the free and democratic trade unions of the country. In response to an invitation of our affiliate, the National Railway Workers' Union of Japan, a joint delegation of the I.T.F. and I.C.F.T.U. proceeded to Japan on 16 November 1957, in order to play a mediatory role in discussions which were taking place on the trade union situation. The I.T.F. members of the delegation were its Director of Regional Affairs, Ray C. Coutts, and Regional Representative for Asia, J. F. Soares. The delegation, as previously noted, acquitted itself very satisfactorily of its mission. In addition to detailed reports submitted to the Executive Committee of the I.T.F., information on the results of the mission was published in the Press Report and Journal of the I.T.F.

### **Visit to India**

The ties of the I.T.F. with its Indian affiliates were strengthened by a visit paid by the Director of Regional Affairs at the time of the joint I.T.F.-I.C.F.T.U. delegation to Japan. Information on the contacts established and the talks held during this visit is contained in the special report on this I.T.F. regional mission.

Besides, I.T.F. relations with India benefited from the nomination of Mr. J. D. Randeri of the Maritime Union of India as member of the Executive Committee for Asia. The function of the office is primarily, of course, to keep the I.T.F. in regular touch with the affairs and interests of our Asian affiliates as a whole, but in the nature of the case it permits of first-hand contact with the trade union affairs of India.

### **Indonesia**

In view of the special significance of this area, we were very happy to receive a visit at the head office of the I.T.F. during 1957 by Johan J. Jacob, President of our Indonesian affiliate, the Technical and Harbour Workers' Union. We reciprocated by sending our Asian representative on a fraternal visit to Indonesia in October 1957, on which occasion he made contact with other Indonesian transport workers' organizations, as well as our affiliate.

### **NORTH AMERICAN REGION**

For reasons which are clear the main emphasis of the regional activities of the I.T.F. is on regions and areas where I.T.F. assistance can be most effective in encouraging the growth and spread of free trade unions among transport workers, namely Africa, Asia and Latin America.

There is, nevertheless, also a need for representation in regions like North America in order to cultivate relations with our growing number of American affiliates. We regret to have to record the passing of the brother, W. J. Dorchain, who performed this office for the I.T.F. from 1944 to 1956. His death at an early age was a severe loss, for he served the I.T.F. with the utmost devotion and was held in the highest esteem by all the American organizations. His place has been taken by E. Johansen, who combines the office of I.T.F. Representative with that of U.S. Representative of the Norwegian Seamen's Union. Mr.

Johansen is continuing this work in the same spirit of devotion as his predecessor and we owe a debt of gratitude both to him and to the Norwegian Seamen's Union for making his services available to the I.T.F.

In connection with the change from a full-time to a part-time basis, the Regional Office which the I.T.F. was running in New York was closed in September 1956.

### **REGIONAL REPRESENTATIVES**

From the foregoing outline of our regional activities during the past two years it has appeared that at present the I.T.F. has two full-time regional representatives, namely L. Martinez of Mexico City Office and J. F. Soares of Tokyo Office. In addition, E. Johansen acts in a part-time capacity in New York, while M. A. Labinjo, African member of the Executive Committee, acts as regional representative in an honorary capacity. At the end of 1957 the latter had already undertaken one or two fraternal missions and was planning a visit to the Sudan on behalf of the I.T.F. Finally, the two other regional members of the Executive Committee, namely J. A. Randeri of India and S. de A. Pequeno of Brazil, play a role of special value in connection with the affairs in the regions they represent.

Until August 1956 the I.T.F. had an Information Office in Bombay. This has had to be temporarily closed owing to the presence of J. F. Soares at the Tokyo Office, but the future status of the Bombay Office will come up for reconsideration when that of the Tokyo Office is permanently settled.

At the Executive Committee meeting held in Paris in June 1957 it was decided that the regional representatives should submit written reports on activities at least twice a year to Head Office. Through these reports the Executive Committee, and especially the Standing Committee on Regional Affairs, will keep the progress of the different regions under constant review, which will ensure that I.T.F. regional programmes are kept abreast of latest developments. These reports will be a basis also for the survey of regional activities at the Biennial Congress of the I.T.F.

### **REGIONAL FINANCE**

Particulars of the financing of regional activities will be found in a special section of the Financial Report of the I.T.F. for 1956-57. It will be noted that to some extent the general funds of the I.T.F. had to be drawn on for this work, but much the greater part of the funds were raised by voluntary donations of affiliated unions to the Regional Activities Fund of the I.T.F. Here we would express our great appreciation of the generosity and interest which affiliates have continued to show during the past two years.

In view of the special importance to be attached to this aspect of I.T.F. work, we feel it our duty to observe that as our efforts gather momentum it becomes necessary to devote more and more funds to this purpose. Eventually, no doubt, we can hope that activities in the regions will be placed on a self-supporting basis. In the meantime we are confident that affiliates in the more advanced regions will continue to make the necessary financial sacrifices and to respond to the appeals made by the I.T.F. in this connection.

## VII

### Sectional Activities

#### *Seafarers' Section*

##### MEETINGS AND CONFERENCES

The following meetings and conferences took place during the period 1956-57:

Seafarers' Sectional Conference, Vienna, 20 and 22 July 1956;

Seafarers' Sectional Conference, London, 17 and 18 September 1956;

Preparatory Technical Maritime Conference of the I.L.O., London, 19 September to 2 October 1956.

Joint Dockers' and Seafarers' Conference, London, 8 and 9 November 1956.

I.L.O. Tripartite Working Party on Wages, Hours and Manning, Geneva, 11 to 17 April 1957.

##### SEAFARERS' SECTION CONFERENCE, VIENNA, JULY 1956

This was the conference of the Section held during the Biennial Congress of the I.T.F. in Vienna in July 1956. In addition to electing its Officers and Committee for the coming period, its principal acts were to approve the Report on Activities for the period 1954-56 and to adopt resolutions deploring the non-implementation of the I.M.C.O. Convention, expressing sympathy with refugee seamen, and re-affirming the policy of the I.T.F. in respect of the problem of the flags of convenience.

##### INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION

There has been some fluctuation in the number of countries reported to have ratified the I.M.C.O. Convention adopted by a U.N. conference in 1948. At the end of 1955 it stood at 19, including seven countries owning more than a million tons of shipping. Twenty-one ratifications, including seven by countries with more than a million tons, are required to bring the Convention into force. One country, namely Greece, withdrew its ratification, and one or two others were not confirmed, so that when the Transport and Communications Council of the United Nations met for its eighth session in New York at the beginning of 1957, the number of ratifications stood at 17, of which six were by countries with more than a million tons.

At this session the Scandinavian Governments, led by the Norwegian, made a move to amend the Convention with a view to restricting the functions of I.M.C.O. to the technical sphere and excluding economic questions from its scope. The attempt failed, however, as a majority on the Council decided to await the coming into force of

the Convention in its existing form rather than to amend it and begin the process of ratification all over again.

At the end of 1957 the number of ratifications was 20, viz., Argentina, Australia, Belgium, Burma, Canada, Dominican Republic, Ecuador, Egypt, France, Haiti, Honduras, Iran, Israel, Italy, Mexico, Netherlands, Ireland, Switzerland, United Kingdom, and United States. Seven of these were countries owning more than a million tons, if Argentina is included in spite of the fact that its merchant fleet is reported to have fallen below the million mark.\*

It will be remembered that the Vienna Congress of the I.T.F., at the initiative of the Seafarers' Section, adopted a resolution reiterating the concern of seafarers at the non-implementation of the I.M.C.O. Convention and made a renewed appeal to the United Nations to take steps to give effect to the Convention. From the information given above it appears that the prospects of I.M.C.O. coming into being were, at the end of 1957, better than they had been for some time past.

### **PREPARATORY TECHNICAL MARITIME CONFERENCE OF THE I.L.O.**

This conference, which took place in London from 19 September to 2 October 1956, was a preparation for the Maritime Session of the International Labour Conference to be held in 1958. It was limited to the twenty-one countries represented on the Joint Maritime Commission of the I.L.O., namely Argentina, Australia, Belgium, Canada, Chile, China, Denmark, Finland, France, Western Germany, Greece, India, Italy, Japan, the Netherlands, Norway, Pakistan, Portugal, Sweden, the United Kingdom and the United States.

The conference was tripartite in structure, the seafarers' group being very largely composed of representatives of officers' and ratings' organizations affiliated with or friendly towards the I.T.F. Six questions were on the agenda: wages, hours and manning, engagement of seafarers, flags of convenience, health questions, officers' competency certificates, and seafarers' identity documents.

Good progress was made on these questions at the preparatory session in London, as appears from the information given under the various headings below.

The preparatory maritime conference of the I.L.O. was preceded by a meeting of the Seafarers' Section of the I.T.F., held in London on 17 and 18 September 1956, for the purpose of discussing the line to be taken by the seafarers' group at the conference of the I.L.O.

### **JOINT DOCKERS' AND SEAFARERS' CONFERENCE**

A joint conference of the Dockers' and Seafarers' Sections was held in London on 8 and 9 November 1956, to discuss the possibility of international sympathetic action in connection with the uprising in Hungary. A report appears on page .

\* At the beginning of 1958 it was reported that Japan, and perhaps also Turkey, were about to ratify.

## **WAGES, HOURS AND MANNING**

The seafarers' immediate objective under this head at the I.L.O. maritime conference in London in September-October 1956, was to secure an amendment to Convention No. 93 which would result in the general ratification of the convention by maritime countries.

The main obstacle to implementation of the Convention was known to lie in the fact that it linked the question of an international minimum wage with that of the limitation of working hours. As the former question was held to be to a large extent academic in the existing situation, the view was taken that it would be better to concentrate on the removal of this obstacle and to propose that the parts of the convention dealing with the two aspects should be separately ratifiable. As a result of these tactics, an amendment which in effect provided for this division was adopted at the London conference by a large majority composed of the seafarers' votes and those of all the government delegates except five who abstained and one who voted against.

The shipowners, as was to be expected, maintained their opposition to the division of the convention, and this, coupled with the fact that the six governments not supporting the amendment included some very important ones from the maritime point of view, to some extent diminished the practical value of the seafarers' success. Therefore when a proposal was made from the government group to set up a tripartite working party to explore before the 1958 conference the possibility of arriving at a broader basis of agreement, the seafarers decided to support it, on the understanding that the decision already taken to recommend division of the convention would not be affected by the outcome of the working party.

### **THE TRIPARTITE WORKING PARTY**

The above-mentioned working party met in Geneva from 11 to 27 April 1957. The six seafarers' members and the two advisers who accompanied them were all nominees of I.T.F. affiliates. The result of the working party was a draft recommendation which will go to the 1958 maritime conference and which provides, among other things, for an eight-hour day and 48-hour week at sea and in port for all departments on board ship.

This result must be appraised in relation to the seafarers' object in taking part in the working party. The object was not, it is well to recall, to make an advance on the Seattle standards, desirable though that no doubt is from many points of view, but to consolidate the result secured in London, that is, to ensure the division and thus the implementation at least of the working hours section of Convention No. 93.

To achieve this end it was necessary that the draft recommendation should provide for standards not less favourable than those of Convention No. 93: only then could the seafarers press their thesis that the recommendation should be regarded not as an alternative but as an additional instrument to the convention. Clearly the draft recommen-



dation does not go nearly as far as the seafarers would like—particularly the figure for the international minimum wage, namely £25 or \$70 or the equivalent in other currencies—is not in keeping with present-day wages and values. But let us repeat that the object of the exercise was not to conquer new worlds in the sphere of wages. As already said, it is generally recognized in seafarers' circles that the idea of an international minimum wage, at any figure, is harder to achieve than ever. The object of the working party was, let us emphasize, to obtain a wider basis of agreement for the 1958 conference, in order to ensure an international minimum regulation on working hours. From this point of view the result of the working party deserves to be considered, in our opinion, a worthwhile achievement. The fact that it was agreed to by all three groups augurs well for the prospects on Convention No. 93 at the 1958 conference.

### **METHODS OF ENGAGING SEAFARERS**

As a result of the Preparatory Maritime Conference held in London in September—October 1956, a Recommendation is to be proposed at the Plenary Maritime Conference in 1958 stating:

(a) That each member-State of the I.L.O. should do everything in its power to discourage seafarers within its territory from joining foreign-flag ships unless the conditions under which they do so are in accordance with collective agreements and social standards accepted by bona fide organizations of shipowners and seafarers of maritime countries; and

(b) That, in particular, each member-State should have regard to whether provision is made for the return to the port of shipment or other agreed port of a seafarer employed on a vessel registered in a foreign country who is put ashore in a foreign port through no fault of his own, and whether payment is made of compensation for medical care and maintenance if he is put ashore in a foreign port due to sickness or injury incurred in the service of the vessel and not through his own wilful misconduct.

The seafarers originally intended, when the matter was raised on the Joint Maritime Commission of the I.L.O., to seek a revision of Convention No. 9 dating from 1920, and to propose that the engagement of all seafarers, officers and ratings, should take place exclusively through officially-recognized offices. However, the important thing at this stage, particularly in view of the bearing of the supplying of crews on the problem of the flags of convenience, was to find a basis of agreement with governments and shipowners on the immediate issue. From this point of view the London decision could be considered a notable step forward.

### **FLAGS OF CONVENIENCE**

The problem of the flags of convenience is the subject of a separate sub-chapter containing the report of the Special Seafarers' Section of the I.T.F. Here we would only mention, in connection with the above-

mentioned Preparatory Maritime Conference of the I.L.O., that a draft resolution was adopted for reference to the Plenary Maritime Conference of 1958, urging that the country of registration of a ship should exercise effective control for the purpose of the safety and welfare of the seafarers concerned. The draft resolution would place serious obligations upon ship-registering countries and indirectly establish the principle that the relationship between a ship and the country whose flag it flies should be more than a mere formality of registration. The adoption of such a resolution by an official tripartite maritime conference of the I.L.O. should make a contribution to the solution of the problem.

### **HEALTH QUESTIONS**

Following preliminary work carried out on the joint I.L.O.—W.H.O. Committee on the Hygiene of Seafarers\*, two health questions are to figure on the agenda of the Maritime Conference of 1958, namely: the contents of medicine chests on board ship and medical advice by radio to ships at sea. The Preparatory Maritime Conference in London decided to make recommendations on both these questions to the 1958 conference.

The London Conference proposed that it should be laid down by an international instrument, the form of which remained to be decided, that every seagoing ship should carry a medicine chest, the contents of which should be prescribed by the competent authority. Regulations concerning the contents of ships' medicine chests should be based on a minimum list recommended by the joint I.L.O.—W.H.O. Committee on Seafarers' Hygiene and should be periodically reviewed in the light of medical progress and of any future recommendations of the I.L.O.—W.H.O. Committee.

The part of the proposed instrument dealing with medical advice by radio to ships at sea stated that such advice should be available free of charge at any hour of the day or night, that ships should carry on board someone capable of seeking and understanding the kind of information required, and that all ships should carry an up-to-date and complete list of radio stations from which medical advice can be obtained.

### **OFFICERS' COMPETENCY CERTIFICATES**

This question was raised with the I.L.O. because of confusion and hardship resulting from the duality existing in respect of the jurisdiction over the competency certificates of ships' officers. One of the Brussels Conventions of 1952, whilst dealing with some aspects of the matter, did not apply to incidents of navigation occurring within port, inland or territorial waters, and there was therefore a need to fill this gap.

The Preparatory Maritime Conference agreed on a draft resolution which will go to the Plenary Conference in 1958. This affirms the general principle that only the authorities of the State which has issued

\* The committee (on which the seafarers have two members and three substitutes) has so far held two meetings, the first in December 1949 and the second in April 1954.

a competency certificate are competent to suspend or cancel it; and that a State ought not to intervene in respect of a foreign certificate, even within its own jurisdiction, that is to say, its own inland waters and territorial sea or on board ships flying its own flag, unless the State which has issued the certificate and all other States having the power to suspend or cancel the certificate in virtue of reciprocal arrangements with that State, have failed to take the necessary action in the matter.

### **SEAFARERS' IDENTITY DOCUMENTS**

The object of the proposal under this head, also raised with the I.L.O. at the initiative of the I.T.F., was to ensure that bona fide seafarers should, in all circumstances and at all times, be in possession of some recognized document to be used for identification (as distinct from travel) purposes. The need for a document of this kind, to enable seafarers to go ashore in foreign ports without all sorts of complications, has been increased by the tightening up of immigration regulations, to say nothing of the trouble of a serious kind that may be encountered in some countries by those not able to identify themselves readily. Means of identification are also urgently needed in the case of refugee seamen who for political reasons cannot obtain identity papers from their home country and are seriously handicapped thereby when serving as seafarers in foreign ships.

The Preparatory Maritime Conference in London drew up a draft convention embodying basic principles designed to fill this need. The American and Indian seafarers' representatives, whilst sympathizing with the objective of providing seafarers with identity documents, abstained from voting on the London text. The former could not, as a matter of principle, subscribe to a text which referred, even as an option, to the endorsement of seafarers' identity documents at frontier controls. The latter, on account of the special situation existing in the ports of India due to the presence of large numbers of foreign seamen in search of employment, were apprehensive of the implications which the proposed Convention might carry in respect of entry and transit rights.

### **WELFARE IN PORT**

The Governing Body of the I.L.O., at its October–November 1957 meeting, set up the Tripartite Subcommittee on Seafarers' Welfare which had been recommended by a resolution adopted by the Joint Maritime Commission of the I.L.O. at its last meeting in Paris in October 1955.

The seafarers' members of the Subcommittee, all drawn from I.T.F. affiliates, are the following:

#### *Members*

T. Yates (Britain).  
J. Randeri (India).  
I. Haugen (Norway).  
P. de Vries (Netherlands).  
J. Hawk (United States)

#### *Substitutes*

D. S. Tennant (Britain).  
H. Hildebrand (Germany).

## **LAW OF THE SEA**

Unions were kept informed of the holding of the United Nations Conference of Plenipotentiaries on the Law of the Sea, to be held in Geneva in February—April 1958. They were invited to seek, if possible, representation on national delegations, with advisory status, or otherwise to influence the attitude of their governments at the conference. Some of the questions to be discussed, on the basis of texts drawn up by the U.N. International Law Commission, are the breadth of territorial waters, the right of innocent passage, the nationality of ships, penal jurisdiction in maritime collisions, pollution of the sea, and piracy. As known, our views in respect of those aspects of these matters which affect seafarers were brought to the notice of the United Nations through a joint declaration of the I.T.F. and I.C.F.T.U.

Attempts were also being made to arrange for representation at the U.N. conference through a tripartite observer delegation from the I.L.O.

### **RIGHTS OF REFUGEE SEAMEN**

The Vienna Congress of the I.T.F. adopted a resolution expressing sympathy with the plight of refugee seafarers and welcoming the steps which were being taken by certain governments to arrive at an inter-governmental arrangement under which these seamen would acquire countries of residence.

An agreement was signed at The Hague, Holland, at the end of 1957 providing for an arrangement of this kind. Hitherto many of the men concerned—estimated at about 4,000—could not establish themselves in any country, not even the country to which their ships belonged. They are now to have the right to enter the country in which asylum has been granted before going to sea. The signatories are Britain, Belgium, France, Denmark, Netherlands, Norway and West Germany. Sweden was expected to sign later.

### **LIMITATION OF SHIPOWNERS' LIABILITY**

A new Convention concerning the limitation of shipowners' liability was adopted at a Diplomatic Conference held in Brussels in September—October 1957. It provided for a substantial improvement by raising the limit to £24 per ton for property claims and £74 for personal claims. Hitherto the limits had been, in Britain for instance, £8 and £15 respectively.

Unfortunately, the Convention also meant an impairment in the sense that the principle of limitation of shipowners' liability towards seafarers was for the first time embodied in an international instrument. Nationally, however, the principle had previously been in force in many countries, including Britain, the U.S.A., etc.

Arising out of the discussions which took place within the I.T.F. on the subject, a letter was addressed to the President of the Brussels Conference, communicating the views of the seafarers. We learned subsequently that the position thus advocated was sponsored at the

conference by the Israeli delegation. As already said, the result of the conference on this question was in some respects an improvement, in others an impairment of the old convention.

### SECTION OFFICERS AND COMMITTEE

At the conference of the Seafarers' Section held during the 1956 Biennial Congress of the I.T.F., in Vienna, D. S. Tennant (Merchant Navy and Air Line Officers' Association of Great Britain) was elected Chairman of the Section, and T. Yates (National Union of Seamen of Great Britain) Vice-Chairman.

The following was the composition of the Seafarers' Section Committee at the end of 1957:

Australia :	J. Tudehope
Belgium :	W. Cassiers, R. Dekeyzer
Canada :	Hal C. Banks
Chile :	W. Moreno
Cuba :	R. M. Salabarría
Denmark :	S. From Andersen
Estonia :	E. Kuun, N. Mestlov.
Finland :	N. Wälläri, E. Ek
France :	G. Gendron, J. Philipps
Germany :	H. Hildebrand
Great Britain :	D. S. Tennant, T. Yates
Greece :	M. Petroulis, D. Benetatos (P. Kalapothakis, substitute)
Grenada :	J. Knight
India :	J. D. Randeri
Israel :	E. Sittenfeld
Italy :	U. Romagnoli, L. Mucci
Japan :	Y. Nabasama
Netherlands :	P. de Vries, W. van Driel
Norway :	L. Lerstad, I. Haugen
Poland :	J. Krainski
Philippines :	R. S. Oca
Sweden :	H. Lycke, J. Thore
Switzerland :	E. Hofer
United States :	J. Hawk, J. B. McDougall

### *Special Seafarers' Section*

The rate at which the amount of tonnage under the flags of Panama, Liberia, Honduras and Costa Rica increased, was, during the years 1956-57, much accelerated. While at the end of 1955 there was approximately nine million gross tons registered in these countries, by the end of 1957 this had reached a total in excess of thirteen million tons. This amount of tonnage places the group of countries in third place in the world tonnage list. Liberia with approximately eight million tons is fourth in the list of individual countries.

The continued spectacular increase in Panlibhonco tonnage is accounted for mainly by the addition of new ships to the various fleets,

principally Liberia. Oil tankers make up most of the extra tonnage although a substantial amount is provided by new bulk carriers and general traders.

### INTERNATIONAL FAIR PRACTICES COMMITTEE

The International Committee for the Promotion of Fair Practices elected at the Vienna Congress was as follows:—

<b>Seafarers</b>	<b>Dockers</b>
W. Cassiers (Belgium)	T. O'Leary (U.K.)
I. Haugen (Norway)	R. Dekeyzer (Belgium)
P. de Vries (Holland)	A. Flenström (Sweden)
D. S. Tennant (U.K.)	R. Laan (Holland)
H. Hildebrand (Germany)	A. Nicolaisen (Germany)
M. Petroulis (Greece)	
T. Yates, (U.K. Seamen), <i>Chairman</i> .	
O. Becu, General Secretary, I.T.F.	
L. White, Special Officer, I.T.F.	

In November 1957, because of the retirement of A. Flenström, E. Larsson was nominated by the Swedish Transport Workers' Union in his place.

There were three meetings of the International Fair Practices Committee during 1956-57 and in addition, meetings of the National Fair Practices Committees in several countries.

The first of the International Fair Practices meetings was held in connection with the Vienna Congress and it reviewed activities up to that date. As a result of this meeting two resolutions were submitted to Congress and subsequently adopted at a plenary session. The first resolution called upon governments in maritime countries to get together in order to discuss the problems created by the continued growth of Panlibhonco shipping with a view to adopting an agreed policy for dealing with the subject. The second resolution was addressed to the I.C.F.T.U. requesting that the subject, with particular stress on the adverse economic effects in the various maritime countries concerned, be drawn to the attention of the national centres in order that they would make representations to their governments to obtain developments on the lines contained in the first resolution.

The second meeting was held in London in October 1956. Its main business in relation to policy was to consider what developments, if any, had taken place arising out of activity as a result of the resolutions adopted at the Vienna Congress. It was noted that while affiliated organizations and some national centres had made the required representations to their respective governments, the governments themselves had replied to the representations mostly in a formal manner only. Much dissatisfaction was expressed as a result of this government inaction.

The third meeting was held in Stockholm in May 1957 and was mainly concerned with future policy. Recalling the discussion which took place at the International Fair Practices Committee Meeting in

London in October 1956, this meeting again expressed grave concern over the continued inaction of maritime governments, on this matter. Arising out of this it was suggested that should governments continue in their apparent indifference, seafarers and dockers should decide not to continue further by themselves but to use the employment opportunities created by this ever-growing mass of tonnage to boost the wages levels of seafarers generally. It was decided that if government inaction continued after the lapse of a further twelve months this suggestion should receive serious consideration by the affiliated unions concerned.

Further, arising out of this meeting and connected with suggestions put forward through the Swedish Unions came the opinion that the present policy should be modified to suit the changed circumstances which had arisen since the policy was adopted in 1952, and that there should be an opportunity of debating this with a view to making recommendations to Congress in 1958.

### **WELFARE FUND SUB-COMMITTEE**

At the International Fair Practices Meeting held in November 1955 there was appointed an *ad hoc* Welfare Fund Sub-committee charged with the responsibility of making recommendations to the main Committee when it met in Vienna regarding grants for the purpose of providing welfare services. When appointing the Sub-committee the dockers' representatives on the International Fair Practices Committee recommended that the Sub-committee members should be drawn only from the seafarers' representatives. This suggestion was agreed and the following were appointed:—

- T. Yates (U.K. Seamen)
- D. S. Tennant (U.K. Officers)
- P. de Vries (Dutch Seafarers)
- H. Hildebrand (German Seafarers)
- J. Svensson (Scandinavian Seafarers)
- O. Becu, L. White (ex officio I.T.F.).

Owing to the unfortunate death of J. Svensson the Scandinavian Unions nominated Johan S. Thore in May 1957.

The sub-committee met before the Fair Practices Committee Meeting in Vienna and reported to that meeting. As it was decided at the Vienna meeting to continue the sub-committee the members of the *ad hoc* sub-committee were re-elected.

The sub-committee met separately before and during each International Fair Practices Committee Meeting and made recommendations in relation to Welfare grants amounting in all during the period to £21,500. These included grants to welfare centres and medical centres. The sub-committee's recommendations were accepted by the International Fair Practices Committee.

## **SCANDINAVIAN TRANSPORT WORKERS' FEDERATION**

In February 1957 the I.T.F. was invited to send a representative to a meeting of the Scandinavian Transport Workers' Federation to be held in Oslo at which the Panlibhonco question was to be discussed by the Seafarers' and Dockers' representatives affiliated to that Federation. Suggestions were made to the I.T.F. from that meeting involving changes in policy. There was also adopted a resolution addressed to the Nordic Council then sitting in Helsinki, and it was decided that the resolution be presented in person to the Nordic Council by the Chairman of the Scandinavian Transport Federation, J. Christensson. This procedure was carried out. As a result the Nordic Council referred the subject to O.E.E.C. as they understood that O.E.E.C. was then considering the question.

### **CAMPAIGN**

Apart from the day-to-day activities of the Special Seafarers' Section directed towards individual ships and shipping companies, the increased interest in circles outside the I.T.F. which was becoming evident towards the end of the previous two years' period had during the present two years intensified. Accordingly the general Campaign is now conducted on, as it were, two fronts; one dealing directly with ships and shipowners and the other dealing with the matter through outside international agencies. The activities in connection with these two lines of approach are dealt with separately hereunder.

### **SHIPS AND AGREEMENTS**

The policy of endeavouring to obtain collective agreements and trade union membership in connection with the ships operated under Panlibhonco flags has continued unabated. As a result the number of ships under agreement has increased. Most of the agreements were obtained as a result of either direct or threatened boycott, but other agreements developed as a result of direct negotiations with the companies concerned.

One example involved a Liberian ship owned by a United States corporation which was boycotted in Glasgow in April-May 1956. The result of this boycott was that 18 seafarers, members of the I.T.F. Special Seafarers' Section, received 3 months' compensation for the premature termination of their employment and repatriation to their homes as wide apart as Brazil, Greece and Holland. Once settlement on this matter had been reached the ship changed from the Liberian to the Greek flag.

Later it was found that the ship reverted back to the Liberian flag less than a month after the action. It was also noted that the same company operated 10 ships.

When another of the company's ship arrived in Liverpool in August 1956 this ship too was boycotted and the owners informed that agreements must be signed for the 10 ships operated by them. The ship was held in Liverpool until these agreements were brought into operation.



Another case of boycott involved a ship in the Swedish port of Gefle. During the course of this action it was learned that the owners of this ship could not pay the normal outgoings, including crew food, for the ship's operation without drawing advances on the freight they were to receive for the cargo then being loaded. As it turned out special arrangements had to be made for the shippers to pay to the owners as much as 50% in advance freight before the ship's liabilities could be met. Nevertheless insistence was made on the application of appropriate agreements and the I.T.F. policy was implemented.

A further example involved ships belonging to a company registered in Lugano, Switzerland. A boycott action was applied to one of their ships in Barrow-in-Furness, England, and as a result, two ships were brought under agreement. When it was later found that the company operated nine ships they were again threatened at Barrow-in-Furness where one of their ships had arrived, that unless they concluded agreements for all their vessels that ship would be boycotted. This led to discussions with the company's representative and the appropriate agreements were concluded. During the discussions the company's representative insisted that one ship was not their property and so it was not included in the agreements, but later it was established that the company did in fact operate that ship and she was subsequently included.

Thus the activities designed to bring trade union regulation to these ships continues. It is still evident that in the majority of cases industrial pressure needs to be exercised in order to persuade the owners to enter into what is after all normal industrial relationship.

### **DIPLOMATIC AND OTHER ACTIVITIES**

The signs which were noticeable towards the end of 1955 that serious attention was beginning to be paid to the Panlibhonco problem in circles outside the I.T.F., have during 1956-57, grown to apparently positive interest. Whereas in the years up to the end of 1955, only on special occasions was interest shown by shipowners and government representatives, during 1956-57 there has been a constant flow of comments, more or less supporting the I.T.F. point of view from both sources, gradually increasing towards the end of the period.

The intensification of this wider interest no doubt springs from I.T.F. continued endeavour.

One resolution on the subject adopted at the Vienna Congress provided affiliated organizations with the opportunity of prodding their governments in an effort to get them to be active on the problem. Although no specific action by any of the governments concerned was instituted as a result of this, the fact that affiliated unions contacted their governments on the terms of the resolution extracted from the governments certain views, although these were only formally expressed.

Similarly, the resolution addressed to the I.C.F.T.U. led to that organization circularizing the trade union centres concerned and thus again creating interest on a much wider basis.

### **PREPARATORY TECHNICAL MARITIME CONFERENCE**

An important development was the discussion of the subject of the I.L.O. Preparatory Technical Maritime Conference held in London in September 1956. This resulted, of course, from the recommendation of the Joint Maritime Commission meeting in Paris in October 1955. The item which led to the discussion was placed on the Agenda of the Preparatory Maritime Conference at the insistence of the I.T.F. Governments and shipowners therefore officially had to take notice of the problem.

In the discussion itself there was general recognition that a problem existed, the only dissentient being the representative of the Greek government, and finally I.T.F. proposals were adopted almost entirely in the form of a draft resolution. This resolution will be placed before the I.L.O. Maritime Conference which is to be held in 1958.

### **INTERNATIONAL LAW COMMISSION**

In a report presented in 1956 to the General Assembly of the United Nations the International Law Commission after considering the question of "the nationality of ships" stated categorically that in their opinion it was not enough for ships merely to be registered in any one State, but that there should be a "genuine link" between the ship and the State in which the ship is registered. No suggestions were made as to what should form the genuine link.

This declaration coming from such an authoritative body is of first-rate importance to this problem, and indeed was taken into consideration by seafarers' delegates at the Preparatory Technical Maritime Conference held in London in 1956.

The subject will be followed up on this level when it will be further considered at a meeting of plenipotentiaries in Geneva under the auspices of the United Nations to consider the International Law of the Sea from 24 February to 25 April 1958.

### **INTERNATIONAL ORGANIZATION CONTACTS**

At the Fair Practices Committee Meeting held in Stockholm in May 1957 a delegation was elected comprising T. Yates (U.K. Seamen); D. S. Tennant (U.K. Officers); R. Dekeyzer (Belgian Dockers); O. Becu and L. White (I.T.F.); to discuss the question with outside sources. Since their appointment the Fair Practices delegation have had frank informal discussions with other interested parties in the international shipping industry.

### **WORLD-WIDE PROPAGANDA EFFORT**

In August 1957 it was decided to launch a world-wide attempt to carry the problem to individual members of governments in maritime

countries and so focus attention on the problems directly inside legislative bodies. A pamphlet was prepared stating the problem in terms of the shipping industry itself, the economic effects on maritime countries, its relation to western defence through N.A.T.O., and the conclusions of the International Law Commission on the nationality of ships. This was the first time the problem had been put on to a world basis.

The pamphlet was printed altogether in nine languages and on 1 November 1957, distributed by the appropriate seafarers' unions in 17 countries. The distribution took the form of sending a copy of the pamphlet to every individual member of the parliaments and legislative bodies, to all interested in the shipping industry, and to the press, in all the countries concerned.

The effect of this distribution was shown in the great amount of government, shipowner and press comment in every country and also in questions and discussions inside several parliaments. This brought to light sympathetic views held in those quarters. Requests for copies of the pamphlet were received from many sources, shipowners, banks, embassies, etc. It was reproduced in whole or in part in trade union journals and the press of every country.

#### O. E. E. C.

The Maritime Transport Commission of O.E.E.C. took notice of the I.T.F. pamphlet. As a result it is hoped that a meeting will be arranged between the representatives of the I.T.F. and the Maritime Transport Commission early in 1958.

### *Dockers' Section*

#### MEETINGS AND CONFERENCES

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

- Regional (North Sea and Channel Ports) Sub-Committee, Antwerp, 15 March 1956.
- Section Committee, London, 14—15 May 1956.
- Section Conference, Vienna, 19 July 1956.
- Regional (North Sea and Channel Ports) Sub-Committee, London, 25 October 1956.
- I.L.O. Committee of Experts on the Safety of Dock Work, Geneva, 3—22 December 1956.
- Joint Dockers' and Seafarers' Conference on Hungary, London, 8—9 November 1956.\*
- I.L.O. Inland Transport Committee, Hamburg, 11—23 March 1957.
- Regional (North Sea and Channel Ports) Sub-Committee, Antwerp, 6 April 1957.
- E.P.A. Seminar on Port Labour Productivity, Copenhagen, 1—4 October 1957.
- Regional (North Sea and Channel Ports) Sub-Committee, London, 11 November 1957.

\* See also page 129.

## NORTH SEA AND CHANNEL PORTS

Continued attention was devoted to realization of the programme which was adopted for the North Sea and Channel ports of Belgium, France, Germany and the Netherlands, by the Regional Dockers' Conference of the I.T.F. held in Amsterdam in February 1955. This programme, we recall, was based on an earlier regional programme adopted by the I.T.F. in 1946 and aimed at promoting greater uniformity in the working conditions in the port industry of the region, especially at the limitation of working hours to forty per week, trade union participation in the administration of port labour schemes, regional co-ordination of the port industry, and generally at preventing competition between ports at the expense of dockers' conditions of employment.

Implementation of the Amsterdam programme had been entrusted to a sub-committee, representative of the four countries concerned, namely Belgium, France, Germany and the Netherlands. It held four meetings during 1956 and 1957, to review the trend of working conditions in the ports of the region and to consider the possibilities of realizing the Amsterdam objectives. Though the inter-dependence of all aspects of working conditions was recognized, the sub-committee concentrated its attention on the question of working hours, in respect of which some progress was made towards narrowing the differences between the countries. Thus in Germany the working week of dockers was reduced from 48 to 45 hours during 1957; in Holland an agreement providing for a reduction to 45 $\frac{3}{4}$  hours and a corresponding rise in pay rates in the non-mechanical section of the port industry—in the mechanical section, accounting for 20 to 25 per cent of port work the 40 hour week already obtains—is due to take effect at the beginning of 1958. Worthy of special note is the German experience that the shorter working week had a favourable effect upon port productivity.

Education of the rank and file in the new concepts involved is an important factor in the regional approach to working conditions. In this connection plans are under consideration for holding regional discussions under the auspices of the I.T.F., with participation also from local and district levels.

The bearing of plans for a European common market and free trade area upon the port industry has also to be noted. This is an aspect which is receiving the attention of the I.T.F. in the wider context of the co-ordination and integration of European transport.

Parallel with attention devoted to the problem of inter-port competition through the I.T.F. sub-committee, further efforts have been made through the I.L.O. Since the war successive sessions of the Inland Transport Committee of the I.L.O. have adopted resolutions calling for a tripartite conference on the North Sea ports, but owing to the opposition of the governments primarily concerned, nothing came of them. At the last session of the Inland Transport Committee in Hamburg in March 1957 a step forward was made, however, in that the Belgian and French Governments supported the idea. Meanwhile the Dutch and

German unions have registered their disappointment with their Governments at the continued opposition to the tripartite conference urged by the I.L.O.

### **INTERNATIONAL DOCKERS' PROGRAMME**

The Vienna Congress of July 1956 adopted a new International Programme for the Dockers' Section. This programme replaced the earlier programme adopted by the I.T.F. in Oslo in 1948 and, like the already-mentioned regional programme, set minimum international objectives under the headings of wages, working hours, day work, shift working, overtime, public holidays, annual holidays, employment security, guaranteed pay, retirement pensions, safety and welfare, and co-determination. The preamble to the resolution called upon all affiliated dockers' unions to strive for the realization of the programme in their own countries and to help one another in the achievement of its objectives.

At the time of adopting the programme it was decided that a special committee should be set up to watch and further its realization. This was to be done at the next meeting of the Section Committee. By the end of 1957, however, the Committee had not met, owing to the fact that questions requiring I.T.F. action had been dealt with through meetings held in conjunction with the Regional Sub-Committee, the I.L.O. Committee on the Safety of Dock Work, the I.L.O. Inland Transport Committee, and the E.P.A. Seminar on Port Productivity. In the circumstances it was proposed that the follow-up committee should be set up at the conference of the Dockers' Section to be held during the next Biennial Congress of the I.T.F. in Amsterdam in July 1958. Meanwhile unions are being invited to submit concise reports on the position with regard to realization of the Vienna programme as well as suggestions for the composition of the envisaged sub-committee.

### **PRODUCTIVITY AND MECHANIZATION**

Port productivity is a question which is much to the fore these days, both nationally and internationally. It was on the agenda of the sixth session of the Inland Transport Committee of the I.L.O. in Hamburg in March 1957; it was a theme of discussion at a special seminar on port productivity held under the auspices of the European Productivity Agency of the O.E.E.C. in Copenhagen in October 1957. Dockers' unions affiliated with the I.T.F. played a major role on both occasions, after preliminary meetings of the I.T.F. participants had agreed a concerted policy on the question.

Detailed statements setting out the guiding principles which should govern attempts to increase the productivity of the port industry were adopted at both the I.L.O. conference in Hamburg and the E.P.A. seminar in Copenhagen. These principles were largely consistent with those formulated within the I.T.F. The I.L.O. statement was to be circulated to governments and employers' and workers' organizations concerned; that of the E.P.A. is to serve as a basis for further action in the sphere of port productivity.

## **SAFETY OF DOCK WORK**

The I.L.O. Committee of Experts on the Safety of Dock Work held its second meeting in Geneva from 3—22 December 1956 and completed work on International Code of Practice. Work on the code had been started, it will be remembered, by a first meeting of the Committee in Geneva in April—May 1954. The setting up of the Committee of Experts was decided upon by the I.L.O. as a result of persistent representations made by the I.T.F. in pursuance of a programme of proposals on the safety of dock work adopted by the Oslo Congress of 1948.

It was originally intended that the Oslo proposals should be implemented by revision of the I.L.O. Convention of 1929, revised in 1932, on the Prevention of Accidents in Dock Work. For procedural and practical reasons, however, the alternative method proposed by the first Committee of Experts was agreed to, namely that of embodying the Oslo safety proposals, together with proposals coming from other quarters, in a so-called International Code of Practice.

The final text of the Code adopted by the Committee of Experts was approved by the Governing Body of the I.L.O. in June 1957, when it was decided that the Code should be published and circulated as soon as possible. In reply to an enquiry addressed to the I.L.O., we learned in October 1957 that publication of the Code would receive attention under the I.L.O.'s publication programme for the coming period. We thereupon wrote directly to the Director-General of the I.L.O. urging the speediest possible action in the matter.

The scope of the code is apparent from the headings dealt with: wharves and quays, means of access to ships, transport of workers by water, protection of hatchways, access to holds, loading and unloading machinery and gear; loading and unloading operations, transport equipment and operations; lifting, carrying and piling material; warehouses and storeplaces; dangerous substances and environments; personal protective equipment, medical aid and rescue; personal facilities; selection and training of workers; and safety and health organization.

The I.T.F. was represented at the first meeting of the Committee of Experts by Arthur Bird, National Secretary, Docks Group, British Transport and General Workers' Union. R. Dekeyzer, President of the Belgian Transport Workers' Union, was to have accompanied him as adviser, but was prevented from doing so by other commitments. At the second meeting the I.T.F. representative was R. Dekeyzer, and Arthur Bird, who had meanwhile entered retirement, accompanied him as adviser. Owing to illness Dekeyzer was only able to attend part of the meeting.

As a considerable period of time had elapsed since the original proposals of the I.T.F. had been taken up with the I.L.O., unions were given an opportunity to put forward fresh proposals. Those submitted were duly taken into account by the Committee of Experts.

### **DECASUALIZATION OF DOCK LABOUR**

Internationally, an important event under this head was the report made at the March 1957 session of the Inland Transport Committee of

the I.L.O. on the effect given to "Resolution No. 25," adopted at the third session of the Committee in Brussels in 1949 and containing detailed recommendations on the methods to be adopted for decasualizing dock labour by means of schemes providing for labour registration and guaranteed payments.

Though the report showed that great headway has been made in many countries with schemes of this kind, voices were also heard, notably in Japan, complaining of failure of governments to carry out the Brussels resolution. The Committee adopted a resolution noting the importance which it attaches to the need for maximizing regularity of employment for dock workers and expressing the hope that programmes to that end would be developed by governments, management and labour consistent with the extent of the problem and circumstances and practices in each country. Governments will be expected to report again at the next session of the I.L.O. Committee. This will give dockers' unions in the countries especially concerned opportunity for exerting appropriate pressure upon their governments.

### **HOLIDAY EXCHANGES AND STUDY TOURS**

In pursuance of a decision of the Section Conference held in Vienna in July 1956, we enquired of unions whether they were interested in organizing holiday exchanges or study visits by dockers to ports of other countries. In Vienna it was especially noted that schemes of this kind should be organized under trade union auspices.

A similar enquiry had been addressed to unions in the autumn of 1954, as a result of which unions interested were put into touch with one another. The 1956 enquiry, however, met with little response, so that the matter was not pursued by the Secretariat.

Meanwhile it was reported that a party of Marseilles dockers had visited the port of Hamburg in the autumn of 1957. Upon enquiring of our French union, we learned that the visit had been organized by an independent (employer-supported) union and that nothing of advantage to the men had resulted. This case showed the need, noted during the discussion in Vienna, of organizing schemes of this kind under *bona fide* trade union auspices.

### **TRAINING OF DOCK WORKERS**

The training of dock workers is receiving more and more attention. In some countries the emphasis is on special training schools; in others it is thought that practical experience in the industry is a good way of acquiring the necessary skills.

The statement adopted by the Inland Transport Committee in Hamburg in March 1957 on methods of improving organization of work and output in ports specially noted that "the training of dock workers can also contribute to greater efficiency", and that "training is particularly important in the case of specialist workers, such as cranemen, winchmen, deckmen and tallymen, as well as in the case of foremen and supervisors".

At the seminar on port productivity of the European Productivity Agency in Copenhagen in October 1957, the special paper read on the subject declared that training was important from the point of view of giving dock labour a status as a skilled occupation, further from the point of view of increasing the safety of dock work, and thirdly from that of developing good relations between the workers of the industry and those employed in supervisory positions at various levels. The need for an adequate system of retirement pensions as a corollary of vocational training was also emphasized.

One of the resolutions adopted at the Vienna Congress of the I.T.F., Vienna, July 1956, also stressed that mechanization and technical development generally were making dock work more and more a skilled occupation for which adequate training was essential.

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

Our previous report for 1954-55 recalled that the fifth session of the Inland Transport Committee of the I.L.O. (Geneva, February 1955) had adopted a resolution which invited the I.L.O. to approach governments and appropriate medical organizations with a view to collecting evidence on the extent and harmfulness of the carrying of excessive loads by men, to publish the results of the enquiry, and to consider placing the question on the agenda of an International Labour Conference.

The Governing Body of the I.L.O. subsequently decided to defer action on the last point until information had been collected as requested. Apparently only a few governments supplied information and consequently no further action had been taken by the time of the sixth session of the Inland Transport Committee in Hamburg in March 1957. The requested studies and enquiries had been authorized, but not yet carried out owing to the heavy programme of work.

The I.L.O. Committee of Experts on the Safety of Dock Work (Geneva, April—May 1954 and December 1956) also considered the matter, but concluded that it was not possible to cover the question of the weight of loads in the Code of Practice which it was drawing up. It expressed the view, however, that the studies should be carried out in order to find a solution of the problems involved.

It is of interest to note that the question of loads is touched upon in the Memorandum concerning conditions of employment in road transport which was adopted at the 1954 session of the I.L.O. Inland Transport Committee. This stated that "no driver or attendant should load or unload packages of 60 kilogrammes (123 lbs.) or more . . . without the help of mechanical appliances or the assistance of some other person physically capable of sharing the work."

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

Certain provisions concerning the marking of weights on packages have been included in the code of practice which was drawn up at the second meeting in December 1956 of the I.L.O. Committee of Experts on the Safety of Dock Work. The text of the code is not yet available.



It will be remembered that this question was raised with the I.L.O. at the request of the Dockers' Section in 1954, and that it was later referred to the I.L.O. Committee of Experts on the Safety of Dock Work.

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

Since our previous report for 1954-55 the I.L.O. Journal "Occupational Safety and Health" of October-November 1956 has published a study on the subject of the harmful effects of dust resulting from the handling of grain. This study was based on an enquiry made by the I.L.O. in pursuance of a decision of the (1954) Inland Transport Committee.

Medical opinion would appear to be that a number of ailments may be ascribed to undue exposure to grain dust. Nine principal sources of dust in the handling process were listed. The 1954 resolution, it may be recalled, drew special attention to the importance of removing dirt from grain cargoes at the loading end.

### **SECTION COMMITTEE**

The following was the composition of the Committee of the Dockers' Section, as a result of nominations made at the Section Conference in Vienna in July 1956 and in response to Circular of 3 September 1956:

Austria	G. Raimund (Substitute: A. Peham)
Belgium	R. Dekeyzer
Britain	T. O'Leary
Chile	W. Moreno
Cuba	R. M. Salabarría
Denmark	E. Borg
Germany	H. Hildebrand
Ireland	D. Branigan*
Italy	A. Maffei
Netherlands	R. Laan
Nigeria	A. Okon
Norway	K. Kjøniksen
Philippines	R. Oca
Sweden	N. Petersen
Tunisia	Mohmed Errai

In Vienna R. Dekeyzer was elected Chairman of the Section for the 1956-58 period.

## *Railwaymen's Section*

### **THE SECTION COMMITTEE**

At the end of 1957 the composition of the Railwaymen's Section Committee was as follows:

G. Devaux, Belgium, Chairman;  
F. Berger, Germany; B. Carella, Italy; R. Degris, France; R. Freund, Austria; E. Haudenschild, Switzerland; M. Trana, Norway.

\* Has meanwhile left the service of the Irish union concerned.

The British railwaymen's representative, James S. Campbell, died in November 1957 as the result of an accident and by the end of 1957 no substitute had been nominated by the British National Union of Railwaymen.

During 1956 and 1957 the following members resigned from the Section Committee: M. L. Benghozzia, Tunisia; H. Blomgren, Sweden and H. Düby, Switzerland.

During the period under review the Railwaymen's Section Committee met five times and discussed the current affairs of the Section. In December 1956 the Chairman of the Section visited London and discussed with the General Secretary and the new Section Secretary, various aspects of the Section's activities.

## MEETINGS

### Vienna, July 1956.

The conference held during the I.T.F. Congress in Vienna elected a new Section Committee and approved the Report on Activities. It also discussed three proposals to the Congress: they concerned atomic energy and automation, dieselization and electrification of railways, and African railway staff grievances in Kenya. On the first problem the following resolution was later adopted:

This Congress directs the attention of affiliated unions to the need for a close and continuous study of the far-reaching effects upon the standards and conditions of transport employees which are likely to flow from the development and application of atomic energy and automation to industry.

It believes that early consideration and constant vigilance require to be exercised with a view to ensuring that adequate provision is made for workers affected by the displacement of manpower and to safeguard those whose training and experience unsuit them for any radical change in methods of working. Congress further believes that the increased productivity resulting from the application of these new forces can bring manifold benefits, and that the response from organized labour will be conditioned by the degree that such benefits are shared by the community in the form of improved remuneration, increased leisure and also in lower prices for the consumer.

A further resolution was adopted on the dieselization and electrification of railways and will be dealt with later in this chapter. The proposal on the grievances of African railway staff in Kenya was referred to the Secretariat.

The Executive Committee was requested to instruct the Secretariat to prepare an International Railwaymen's Conference.

A new Section Secretary was not elected, the decision being left to the Executive Committee.

## **Frankfort a/M, October 1957.**

The Executive Committee agreed to convene an International Railwaymen's Conference in 1957. In February the Section Committee met in order to review the programme of work and to prepare the agenda. The following subjects were included in the former: the coordination and integration of transport; the manning of locomotives; the employment of non-permanent labour on the railways; and railwaymen's working hours and other working conditions. The problem of coordination and integration of transport is dealt with under "Combined Sectional Activities."

All items of the previous programme of work had been settled, with the exception of an instruction to the Section to investigate penal and disciplinary measures in case of accidents and the existing practices in various countries. This had not been completed owing to difficulties and the heavy work-load of the Secretariat.

The International Railwaymen's Conference took place from 16th to 18th October in Frankfort. Over 100 delegates and observers of 22 unions from 15 European countries and from Canada attended. A fraternal delegate from the Japanese Locomotivemen's Union was also present. The opening session was attended by two official guests, Mr. Karl Koch, the President, and Mr. R. Bühler, Executive Committee member, of the German Federal Railways. In his noteworthy address, Mr. Koch underlined the importance of good relations between management and staff to the satisfactory working of the railways.

The fraternal delegate from Japan, Brother Kanetaka, explained to the conference the great difficulties facing the Japanese trade union movement in general, and especially the railwaymen's unions, whereupon the following resolution was adopted:

The International Railwaymen's Conference of the I.T.F. at Frankfort/Main from 6—18 October 1957

*Having been informed* of the extraordinary difficulties with which the Japanese railwaymen's unions have been faced for several months which culminated in the arbitrary dismissal of a considerable number of union officials and consequently amounted to a withdrawal of the negotiating rights of the unions;

*Deplores* the fact that these difficulties have arisen because the legislation does not allow Japanese railwaymen to resort to trade union action for the support of their claims, should such action become necessary;

*Confirms* that the granting of unrestricted trade union rights is an essential prerequisite of any conception of freedom;

*Urges* the Japanese Government to endeavour with all means at its disposal to settle the current conflicts quickly and honourably, to reinstate the dismissed railwaymen and restore the full trade union rights of their organization, to grant the trade unions full democratic rights by an appropriate amendment of the relevant legislation.

(In this connection we refer to the report of the joint I.C.F.T.U./I.T.F. delegation which visited Japan in December 1957 to investigate the position.)

On a proposal of the Greek Railwaymen's Federation the following resolution was unanimously adopted:

*Whereas* certain travel facilities granted to railway personnel form an integral part of conditions of employment.

This International Railwaymen's Conference *affirms* that this acquired right should be continued to be granted to retired personnel and *Recommends* national organizations to invite the competent railway authorities to make arrangements with foreign administrations in order to provide travel facilities for retired railwaymen. These arrangements should cover one free trip per year for the railwayman concerned and his wife.

Under the chairmanship of G. Devaux and Ph. Seibert, the Vice-President of the German Railwaymen's Union, the conference proceeded very smoothly. The German Railwaymen's Union, as host to the conference, spared no effort to make the conference a success. The applause which greeted the closing address by Hans Jahn, the President of the German Railwaymen's Union and of the I.T.F., showed the conference's appreciation.

### **MANNING OF DIESEL AND ELECTRIC LOCOMOTIVES**

There is no problem which has occupied the Railwaymen's Section for such a long period as the problem of the one-man driving of locomotives. Right from the middle of the 'twenties the subject has been discussed repeatedly. Obviously, this rationalizing measure, which is linked with technical developments, creates social problems of great importance; it also creates problems of safety as well as of physical exertion and pressure of responsibility on the staff concerned. The problem is constantly coming to the fore as one country after another changes from steam to diesel or electric traction. In spite of wide international discussions a great divergence of national conditions has led to varying practices in different countries.

During recent years plans for modernizing British and American railways have stimulated new discussions. The I.T.F. Congress in Vienna, in the light of these discussions, adopted the following resolution submitted by the Railwaymen's Section:

This Congress recognizes changes of types of power for railway traction are taking place at a rapidly increasing tempo. The steam locomotive is being superseded by either diesel or electric locomotion in many countries and these changes are creating problems for the railway trade unions. One particular problem is that of manning the new types of locomotives.

Congress also notes that there is no standard practice as between country and country and that the method applying in one country can be used by the employers in another country to the detriment of their employees. In order to safeguard the future of locomotivemen, to prevent exploitation and the imposition of intolerable conditions upon them we affirm that as a general principle two men should be employed in the cabs of these new, costly and powerful machines.

This Congress, therefore, decides to remit this matter to the Railwaymen's Section for their urgent consideration with a view to drawing up a statement of policy for the guidance of the appropriate unions in all countries which are affiliated to the I.T.F.

Although this resolution does not apply to the conditions prevailing in various countries on the European continent, it was welcomed in other countries, notably in Great Britain, the United States and Canada, as a source of support in their struggle against the introduction of one-man driving.

In the United States and Canada, where conditions in the railway industry are quite different from those in Europe, the railroads tried to extend one-man driving beyond the very narrow limits which applied previously, but owing to determined resistance from the railwaymen's unions these attempts failed. In the autumn of 1956 Canadian Pacific Railways tried to introduce one-man driving on goods trains. In return they were ready to grant some improvements in their collective agreement with the Brotherhood of Locomotive Firemen and Enginemen. The result was a strike by this union which paralyzed about 20,000 miles of the Canadian Pacific Railways' network. On the suggestion of the Canadian Government the dispute was referred to a three-man Royal Commission under the chairmanship of a federal judge. The Commission heard witnesses for several weeks and afterwards visited various countries to make investigations on the spot. Its report with recommendations was expected early in 1958.

During the hearings, the Canadian Pacific Railways invited a European railway expert to testify in favour of the introduction of one-man driving. As a counter-move the Brotherhood of Locomotive Firemen and Enginemen, which is affiliated to the I.T.F., invited the Section Secretary to Ottawa to testify against one-man driving on the basis of the Vienna resolution. The invitation was accepted and H. Imhof, the Section Secretary, gave evidence on 11 June 1957 in the Federal Court of Ottawa. When in September 1957 the Royal Commission visited France, Switzerland, Holland and Great Britain, the Secretariat of the I.T.F., greatly assisted by its affiliates in the respective countries, made arrangements to help the representatives of the Brotherhood to obtain all the required information.

The conference in Frankfort discussed the matter very thoroughly. According to the request formulated in the Vienna resolution a statement of policy for the guidance of affiliated unions had to be drawn up.

A report based on replies from unions to a questionnaire of 1955 and drawn up in consultation with A. Hallworth, the appointed rapporteur on the subject, contained details on conditions in various countries. Brother Hallworth, however, was unable to attend the conference and W. J. Evans of the same union—the British locomotivemen's union—acted as rapporteur. In his introductory speech he referred to the great importance the British unions attached to the decisions taken by the conference in view of the agreement on one-man driving then due to be signed shortly in his country. This agreement was concluded on 7 December 1957 between the British Transport Commission on the one hand and the Associated Society of Locomotive Engineers and Firemen and the National Union of Railwaymen on the other. It provides for exemptions from one-man driving, when a certain number of hours of duty and certain distances are exceeded, as well as during night duties.

After a lively discussion, the Resolutions Committee submitted to the conference the following resolution which was adopted unanimously:

Whereas the Railwaymen's Section of the I.T.F. was asked by Congress 1956 to examine the question of the manning of locomotives with special reference to electric, diesel- and diesel-electric traction,

The International Railwaymen's Conference at Frankfurt from 16—18 October 1957

*Believes* that a comprehensive study of this problem is required and that in this connection all types of locomotives currently used should be considered,

*Confirms* that locomotives should in principle be manned by two men,

*Recognizes* however, the technical progress which has taken place and which this conference welcomes particularly with a view to the transition from steam to diesel and electric traction.

*Confirms furthermore*, that there might be important reasons in favour of the operation of these modern engines by one man and the gradual extension of this method;

*The Conference*

*Therefore recommends* affiliated unions to carefully consider all relevant factors and conditions prevailing or likely to have a bearing on the operation of locomotives by one man when judging the merits of this type of operation;

*Requests* the next Congress of the I.T.F. at Amsterdam in July 1958 to establish as a guiding line for the affiliated unions the principle that one-man operation may only be approved if due consideration has been given to the following conditions:

That:

- (a) The best safety devices are installed,
- (b) the increased physical and mental strain on the driver is compensated by an appropriate reduction of working hours,

- (c) hardships resulting through redundancy and/or reduced possibilities of promotion are eliminated by special measures,
- (d) greatest attention is paid to the vocational training of locomotive staff and to periodical examinations of the health of this personnel,
- (e) the increased responsibility of the driver is taken into account by a corresponding re-evaluation of his occupation,
- (f) distances, technical characteristics, composition and speed of trains as well as topographical and climatic conditions of the country concerned are duly taken into account,
- (g) a distinction is made as to whether the journey takes place by day or by night,
- (h) agreements on the introduction or extension of one-man operation are concluded on a more permanent basis and cover a longer period in order to allow for an evaluation of the repercussions of one-man operation.

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

*This Conference*

*Requests* the affiliated union to claim on behalf of the personnel effected by the change-over the share in these savings to which these workers are entitled,

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

In accordance with the Vienna resolution, this text has to be submitted to the next Congress of the I.T.F., and, when adopted, will serve to guide the policy of affiliated unions on this issue.

### **EMPLOYMENT OF NON-PERMANENT LABOUR ON RAILWAYS**

The Section Committee meeting held in February 1957, discussed the repercussions of the employment of non-permanent workers on the working conditions of permanently-employed railwaymen. These workers cannot claim the same conditions and are, therefore, considered as "cheap" for the railway administrations. In a report submitted to the Frankfurt conference a description was given of conditions in various countries, G. Devaux acted as rapporteur on the subject. After a short discussion the following resolution was adopted:

The International Railwaymen's Conference of the I.T.F. at Frankfort from 16—18 October 1957

*Having taken note* of the tendency of certain Railway Administrations to entrust private undertakings of non-permanently employed workers who are in no way connected with these Administrations to an ever-increasing extent with tasks of a permanent nature which ought to be the prerogative of the permanent staff,

*Requests* affiliated unions to watch developments in this connection with the greatest attention;

*Stresses* the fact these methods amount to an exploitation of cheap labour and furthermore jeopardize the professional status of railwaymen;

*Acknowledges* the necessity of employment of outside labour for certain special duties of a temporary character but nevertheless

*Insists* on the utmost limitation of the use of non-permanent labour and outside undertakings;

*Expresses the opinion* that service in a non-permanent capacity should count for both seniority and pension entitlement whenever such non-permanent personnel is absorbed in the permanent establishment;

*Reaffirms* the principle that professional qualifications and ability should be the only criteria to be applied to the entire personnel without any discrimination between the sexes.

#### **WORKING HOURS AND OTHER WORKING CONDITIONS OF RAILWAYMEN**

The Section Committee meeting in October 1952 discussed the desirability of an international survey on the working hours of railwaymen. The railwaymen's conference held in 1953 in Rome included this subject in the programme of work and gave the Secretariat appropriate instructions. In 1955 a questionnaire was sent to the affiliated unions and as a result a fairly large amount of information was gathered. The great differences in the various countries of a linguistic and technical nature made it very difficult to work out a uniform survey, even on a limited scale. The lack of official international statistics is also felt in this respect.

The survey was submitted to the Frankfort conference which gave it its approval. We may revert to this survey later when, during an Inland Transport Conference of the I.L.O., the problems of working conditions of the railway staff are discussed. (See the report on the Inland Transport Conference of the I.L.O. in March 1957 under "Combined Sectional Activities.")

#### **LIAISON COMMITTEE OF WAGON-LITS PERSONNEL**

The Section Committee was informed of the re-establishment of the International Liaison Committee of Wagon-Lits personnel which existed before the war. (See report on page 47).



## **INTERNATIONAL CONTACTS IN THE EVENT OF A RAILWAY STRIKE**

On the proposal of our Luxembourg friends the Section Committee meeting of October 1957 decided to instruct the Secretariat to work out a report and recommendations on this subject. It is generally felt that an agreement on concerted action in such cases should be reached as soon as possible.

### **PERSONALIA**

In January 1956 Paul Tofahrn resigned from the Secretariat of the I.T.F. after many years of service.

In August 1956 the Section Assistant, F. Braun, resigned after two and a half years service and returned to Germany.

The Executive Committee meeting held in July 1956 elected the candidate of the Swiss Railwaymen's Union, Hans Imhof, as Secretary of the Railwaymen's and Road Transport Workers' Sections. He took up his duties on 10 September 1956.

## ***Road Transport Workers' Section***

### **THE SECTION COMMITTEE**

At the end of 1957 the Section Committee consisted of:

H. W. Koppens, Netherlands, Chairman. G. Abate, Italy; O. Askeland, Norway; E. Borg, Denmark; L. Brosch, Austria; F. Cousins, Great Britain; P. Felce, France; G. Hendrickx, Belgium; S. Klinga, Sweden; S. Koutio, Finland; J. Steldinger, Germany.

Substitute members, in the same sequence of countries, were:

J. de Later, E. Leolini, H. Bakke, E. Winther, A. Peham, F. Eastwood, (no substitute for P. Felce), J. Geldof, G. Carlsson, O. Aarnio, A. Christ.

During the period under review the Section Committee met five times. On the occasion of the Conference of European Transport Ministers held in October 1956 in Munich the Chairman and the Secretary of the Section consulted together on the Section's affairs.

### **MEETINGS**

#### **Vienna, July 1956**

This conference, held during the Vienna Congress of the I.T.F., re-elected the Chairman, elected the Section Committee and approved the Report on Activities.

The Executive Committee was requested to convene a Section Conference for November 1956. A comprehensive agenda was drawn up and approved by the conference.

A new Section Secretary was not elected, the decision being left to the Executive Committee.

#### **Stuttgart, November 1956**

This conference had become necessary as no full conference of the Section had taken place since 1952. The agenda drawn up in July there-

fore contained all the items with which the Section had been dealing during the previous years. The aim was to promote the solution of the various problems by clear decisions.

The conference was attended by 31 delegates representing 17 unions from 12 European countries. The German Transport Workers' Union handled the conference arrangements excellently.

The world-shattering events in Hungary cast their shadow over the conference. There, a gallant people had fought their way, with heavy sacrifices, to a few days' freedom only to be thrown back into slavery by their Russian oppressors and their Communist henchmen. The conference adopted a spontaneous resolution expressing the debt owed by all to the Hungarian people for their struggle and solidarity with them.

### **ONE-MAN OPERATION IN URBAN PASSENGER TRANSPORT**

The repercussions of widespread rationalization in urban passenger transport occupied the Section for a long time. J. Geldof, the rapporteur on the subject, undertook to work out a survey of conditions in various countries. In his verbal explanation the rapporteur drew the special attention of the conference to certain social aspects requiring detailed consideration by the unions. Some of the requirements to meet this development are a shortening of working hours in compensation for the increased intensity of effort connected with one-man operation; compensation for the extra work required; regular medical supervision; adequate provision for old age and invalidity; and the prevention of redundancy. One-man operation should be limited, if possible, to sub-urban traffic.

The conference adopted unanimously the following resolution :

The Conference of the Road Transport Workers' Section of the I.T.F. *has taken note* of the studies of the question of one-man operation in urban passenger transport carried out by the I.T.F.; *is of the opinion* that, although a solution of this problem which would be acceptable to the workers should primarily be based on national or local conditions, there are nevertheless certain aspects of the repercussions of one-man operation which warrant an examination at the international level; and therefore *requests* the secretariat of the I.T.F. to bear this problem in mind in order to be able to submit appropriate proposals.

### **LABOUR INSPECTION IN ROAD TRANSPORT**

The development of road transport after the second World War, nationally and internationally, has made the relevant legislation obsolete. For a number of years efforts have been made in most countries and in international agencies to adjust existing regulations to the new development. This has met with great difficulties, as road transport comprises four main interested groups which compete with each other: non-

motorized and motorized individual vehicles; transport for own account; and the road haulage and passenger transport industry. As to the latter, a further difficulty arises: unlike rail transport, the road transport industry is owned mainly by small or very small operators. This is one of the reasons why trade union organization of the men concerned is very difficult or impossible. This has an adverse influence on wages and working conditions and leads to unfair competition with other forms of transport.

It is not surprising, therefore, that the introduction of an efficient system of labour inspection has been an important objective of our Section and of the International Labour Organization for many years. The former Section Secretary, P. Tofahrn, wrote a comprehensive report on the subject before he left the I.T.F., a summary of which was submitted to the conference.

In the course of a lively discussion the questions of the prohibition of night and Sunday journeys and the introduction of tachographs were raised. The latter was recommended by the conference as supplementing the driver's individual log book. With regard to the prohibition of night and Sunday journeys the conference expressed the view that under the prevailing conditions it could not be realized universally. Affiliated unions were requested, however, to strive to preserve these prohibitions where they were already in force. (See also "Combined Sectional Activities" regarding the Inland Transport Conference of the Inland Transport Conference of the I.L.O. in March 1957.)

The conference adopted the following resolution:

The Conference of the Road Transportworkers' Section of the I.T.F. *having considered* the reports on Labour Inspection in road transport submitted by the secretariat of the I.T.F.; *expresses the opinion* that the introduction of an efficient labour inspection in keeping with modern requirements constitutes a most urgent problem and that an International Agreement would offer the best chances of a solution of the very complex questions connected with this problem; *notes* that the session of the Inland Transport Committee of the I.L.O. in spring 1957 is intended to give consideration to a Report concerning this problem; and *requests* the Section Committee to prepare detailed proposals based on the present reports and previous decisions of the Section to be submitted by the workers' group of the Governing Body of the I.L.O. to its Inland Transport Committee with a view to a comprehensive solution of this problem and to work for the speedy implementation of any agreement reached in this connection.

### **LEGAL ASSISTANCE TO MOTOR DRIVERS ABROAD**

The great expansion of international road transport and the increased risk of accidents induced the Section Committee in 1955 to seek

an appropriate form of legal assistance to the motor drivers abroad. Most unions afford legal assistance to their members if they are involved in legal proceedings. The aim of the section is to extend this system which exists nationally to make it of international application. The principles of an appropriate agreement were drawn up in 1931, but owing to the political situation the matter was not pursued further.

The first report on the subject was submitted to the Stuttgart conference. The report described the technical difficulties of such an agreement and pointed out that it had to be put on a simple basis, with the national unions working out the details. The discussion resulted in the drawing up of a questionnaire which was sent to the unions. The first draft of the agreement based on the replies received was discussed at the Section Committee meeting in February 1957 and the amended draft was approved in principle by the Executive Committee meeting in June 1957. In July 1957 the Section Committee approved the final version and decided on the procedure to be followed. In August 1957 the text was distributed to the unions concerned together with an invitation to join the agreement. The text of the agreement reads as follows:

**I.T.F. Agreement  
concerning legal assistance to drivers whilst visiting foreign  
countries in the course of their work**

1. The increased density of road traffic, the higher speeds of the means of transport, and their inherent dangers entail increased risks for the professional driver. In order not to be without protection against such risks, he is as a trade unionist entitled to legal assistance within the framework of the rules of his union.

Goods traffic and passenger transport across national frontiers are becoming increasingly important in the field of commercial road transport. Consequently, drivers employed in such transport enter regions where the legislation and rules governing road transport are unknown or largely unknown to them. Frequently linguistic difficulties may also arise.

This agreement is intended to afford the appropriate legal protection to professional drivers even when they leave their home countries in the course of their work and when consequently the relevant facilities of their union are no longer available to them.

2. Only national unions affiliated to the road transport workers' section of the I.T.F. may join this agreement.
3. There are two possibilities of participation of national unions in this agreement:
  - (a) unions wishing to grant legal assistance to their members visiting foreign countries in the course of their work as well as to foreign drivers visiting the country of the union concerned;

- (b) unions who may not require their own members to be covered by the agreement but who may be prepared to accept the responsibilities resulting from the agreement so far as visiting drivers are concerned.
4. A national organization may consequently join the agreement in accordance with paragraph 3(a) on the following conditions:
    - (a) an official application by the union concerned, expressing the wish to join the agreement for the purpose explained under paragraph 3(a), i.e., mutual assistance;
    - (b) to this declaration shall be attached the rules governing the granting of legal assistance within the field of competence of the union;
    - (c) there shall further be attached a list of branch administrations of the union within its territory where foreign drivers may request advice and assistance.
  5. A national organization may join this agreement in accordance with paragraph 3(b) on the following conditions:
    - (a) a formal application to join the agreement in accordance with paragraph 3(b), i.e., that unilateral assistance shall be granted;
    - (b) to this declaration shall be attached a list as mentioned under paragraph 4(c).
  6. Legal assistance as covered by this agreement shall only be granted if a driver is involved in legal proceedings in connection with laws and regulations governing road transport. The type of assistance to be granted shall be subject to the discretion of the union whom the driver in question approaches and in accordance with its rules. It should furthermore be understood that unions may only provide such assistance within the confines of any laws and/or regulations of the country relating to the use of trade union funds.
  7. The assistance to be granted to the driver who requests it will depend on the prevailing circumstances and may consist of the following:
    - (a) advice and assistance by an official of the union;
    - (b) provision of legal counsel who will take all appropriate steps with a view to an efficient protection of the driver's interests;
    - (c) any other assistance which would be mutually agreed upon by the unions concerned.
  8. The union which grants the assistance shall inform the driver's union in writing as soon as possible but at any rate within forty-eight hours of the request for assistance. At the same

time a brief description of the case shall be supplied. In serious cases, the driver's union shall be informed as soon as possible by telephone. Assistance in accordance with paragraph 7(b) and (c) as above shall in principle only be granted after the driver's union has been informed of the incident and has issued instructions with regard to the costs involved.

9. The driver's union shall be informed of any complications or further developments which are likely to influence the expenses which may arise. As soon as circumstances permit the union shall also be informed of the approximate amount of the total expenses which it might have to cover.
10. The union of the driver who requests assistance may at any time inform the legal assistance department of the union abroad in writing of the type of assistance to be granted. The legal assistance department shall adhere to these instructions. In general, however, both unions or their competent bodies shall act in consultation with each other on receipt of the first report on the case.
11. On conclusion of the case in question, a short report and a detailed statement of expenses shall be submitted to the driver's union; if necessary, original documents shall be enclosed. A copy of the report shall be transmitted to the Secretariat of the I.T.F. in London.
12. Assistance abroad shall only be granted if the driver:
  - (a) carries with him an identification card issued by a contracting union. This identification card shall among others contain a reference to the agreement concluded under the auspices of the I.T.F.
  - (b) is a paid-up member of his union.
13. Any union, wishing to join this agreement shall make application to the I.T.F.-Secretariat. The General Secretary of the I.T.F. shall in consultation with the Chairman of the Road Transport Workers' Section examine any application to join the agreement and be responsible for their approval. If in any doubt the members of the section committee of the Road Transport Workers' Section shall be consulted. The General Secretary shall inform the unions which have already subscribed to the agreement of any new application approved.
14. This agreement was adopted by the Committee of the Road Transport Workers' Section on 21st February 1957 and approved by the Executive Committee of the I.T.F. on 18th June 1957.

London, 31 July 1957.

International Transport Workers' Federation,  
General Secretary: Omer Becu.

Road Transport Workers' Section of the I.T.F.,  
President: H. W. Koppens. Secretary: H. Imhof.

A motor driver applying for assistance has to produce either a special identity document or a membership book of his union provided with a special stamp. The document must show that he is not in arrears with his membership dues.

European unions were informed by a circular of 31 December 1957, to which samples of the identity card and of the stamp were attached, that organizations in Austria, Belgium, France, Germany, Great Britain, Luxembourg, the Netherlands, Sweden and Switzerland had joined the agreement.

### **CIVIL LIABILITY OF MOTOR DRIVERS**

A full report on this subject published in the Report on Activities 1954—1955 stated that the Section Committee had decided to send the I.L.O. a memorandum of claims on behalf of professional motor drivers. We also expressed the hope that we should soon be able to report further progress.

In June 1956 the Governing Body of the I.L.O. decided to set up a small committee of experts to study the problem of civil liability, one of vital importance to professional drivers.

The committee of experts met from 29th October to 6th November 1956, just before our Stuttgart conference. The Section Secretary attended the meeting as an I.T.F. observer. The I.L.O. and the Institute for the Unification of Private Law (Rome) issued a report which served the committee as a basis for discussion.

Three ways were considered to give protection to the professional driver: those of legislation, insurance, and collective or individual agreement.

The experts expressed the view that a driver could not be released from liability for damage resulting from prohibited actions. On the other hand, the right of the employer and of the insurance company to claim damages from the driver could be limited by legislation. For this purpose either new regulations could be issued or existing labour or road transport laws modified.

A further matter requiring legislation would be the introduction of compulsory insurance. It was recognized that all efforts to achieve uniform legislation would meet with great difficulties. The experts thought that compulsory insurance alone would not solve the problem of driver's protection, but would constitute a useful means to this end. Its usefulness would increase with continuity of an insurance contract, the inclusion of all drivers of any insured vehicle in the contract, the elimination of any claim of the insurance company towards the driver and the fixing of an adequate insurance coverage.

The experts considered collective or individual agreements to be useful means of protecting drivers, but they recognized that since collective agreements do not have the same importance in all countries, they do not of themselves constitute a solution.

Generally speaking, the best solution would be a combination of all the possible ways of protecting drivers. Legislation and agreement could supplement compulsory insurance, particularly for special cases not provided for by insurance.

To the report of the expert committee two supplements were attached containing draft stipulations to be incorporated in agreements to make possible adequate protection for professional drivers against claims arising from civil liability. Furthermore, at three separate points the obligation of the employer to insure his employees were laid down.

The Stuttgart conference adopted the following resolution on this subject:

#### The Conference

*having considered* a Report and various proposals submitted by a committee of experts appointed by the I.L.O. concerning the protection of professional drivers against legal claims *is of the opinion* that the proposals of the experts appear to be generally suitable for relieving the driver of such liability and adequately meeting third party claims wherever strong unions are in a position to realize these proposals by way of collective agreements; *regrets* that the proposals of the experts do not envisage any comprehensive solution by legislative measures since such legal protection already exists in various countries; and *requests* its delegates to the meeting of the Inland Transport Committee which is due to consider these proposals to strive for a more comprehensive protection of the drivers by legislative measures providing for compulsory insurance.

The Inland Transport Conference of the I.L.O., in March 1957, decided on our proposal to ask the Governing Body of the I.L.O. to pursue the matter and to bring it to a speedy conclusion. (See further report under "Combined Sectional Activities."): At the end of 1957 the report of the expert committee was transmitted to the governments with the request to invite employers' and employees' organizations to give their views. After receiving reports from the governments the Governing Body of the I.L.O. will decide on further action.

#### **BRAZILIAN TRANSPORT WORKERS**

The National Federation of Inland Transport Workers of Brazil asked the Vienna I.T.F. Congress and the Stuttgart conference of the Road Transport Workers Section for moral support in its struggle for full trade union rights. Both meetings unanimously adopted resolutions on the subject. The Vienna resolution was transmitted to the Brazilian Government. In its reply measures to improve the situation were promised. (See page 41).

#### **MISCELLANEOUS**

The Section Committee considered a proposal from the Swiss Railwaymen's Union regarding the problems created by the transfer of municipal tramways to "rail-less" operation. The committee postponed





its decision pending the completion of the I.T.F. Transport Advisory Committee's report, a section of which deals with problems of local and suburban traffic.

(For the Transport Advisory Committee, see "Combined Sectional Activities.")

### PERSONALIA

In January 1956 Paul Tofahrn resigned from the Secretariat of the I.T.F. after many years of service.

In August 1956 the Section Assistant, F. Braun, resigned after two and a half years of service and returned to Germany.

The Executive Committee meeting held in July 1956 elected the candidate of the Swiss Railwaymen's Union, Hans Imhof, as Secretary of the Railwaymen's and Road Transport Workers' Sections. He took up his duties on 10 September 1956.

## *Civil Aviation Section*

### CIVIL AVIATION SECTIONAL CONFERENCE

GENEVA, 22—24 NOVEMBER 1956

In accordance with the procedure agreed upon at the conference of the Section held during the Vienna Congress, a Sectional Conference was convened in Geneva from 22—24 November 1956 in order to establish the policy to be followed during the I.L.O. *ad hoc* meeting on civil aviation which was due to take place immediately afterwards. The Sectional Conference was attended by delegates representing organizations in Belgium, France, Germany, India, Mexico, Netherlands, Sweden, Switzerland, the United Kingdom, and the United States. Also present was an observer from the Australian Air Line Pilots' Association.

In addition to reaching agreement on the composition of the Workers' Group at the I.L.O. meeting, the conference gave careful consideration to the reports which had been prepared by both the Secretariat and the I.L.O. on the agenda items to be discussed at the *ad hoc* meeting. These dealt with the following subjects:

- (1) Conditions of employment in civil aviation;
- (2) Hours of work of flight personnel;
- (3) Income security of flight personnel on retirement or grounding.

In addition to clarifying policy on these items and drawing attention to a number of anomalies contained in the reports prepared by the I.L.O., the Sectional Conference also decided that the Workers' Group at the *ad hoc* meeting should request the International Labour Office to undertake studies of, and institute action on, the following additional points having relevance to Item 1 above:

1. Crew complement.
2. Minimum code of conditions of employment.
3. Civil liability.
4. Problems of personnel serving outside their country of origin.
5. Adequate work and rest facilities aboard aircraft.

Finally, the conference heard a report by the Secretariat on the action which had been taken to secure implementation of the Resolution on Flight Crew Complement adopted a few months earlier by the Vienna Congress. The Secretariat informed the conference that the resolution had been communicated to both the International Civil Aviation Organization (I.C.A.O.) and the International Air Transport Association (I.A.T.A.), and that additionally the I.T.F. had arranged for international distribution of a special I.T.F. pamphlet entitled "Safety First," which was designed to draw the attention of all concerned to the dangers inherent in the practice of multi-capacity working aboard public transport aircraft.

On this subject, the conference also considered proposals from certain delegates for an international demonstration against the practice on either a world-wide or a European scale. Following discussion, however, it was decided that the time was not yet ripe for such action, and that affiliated organizations experiencing difficulties in the implementation of the Vienna resolution could readily call on the services of the I.T.F. Secretariat to achieve this end.

### **I.L.O. AD HOC MEETING ON CIVIL AVIATION GENEVA, 26 NOVEMBER—5 DECEMBER 1956**

It must be stated at the outset that this conference, which had aroused such high hopes among civil aviation workers as a prelude to the creation of permanent I.L.O. machinery to deal with the problems of the industry, was in fact a complete failure. The blame for its completely negative results must be laid squarely where it belongs—at the door of the employers. It was they who, despite the careful preparations made by both the workers' organizations and the I.L.O. to ensure its success, completely sabotaged the work of the meeting by refusing even to discuss the agenda items on the grounds that in their view civil aviation social problems could be effectively dealt with by national machinery and that international regulations would, again in their view, be "undesirable, unjustified and impossible." By their obstinate attitude, the employers in fact created a completely new situation within the I.L.O., for never in the history of the organization had one side completely refused to take part in the work of a conference in which they themselves had agreed to participate in advance.

In a final statement made on behalf of the Workers' Group, the I.T.F.'s General Secretary branded the employers' attitude as open defiance of a decision taken by the I.L.O. Governing Body, as a disgrace to labour-management relations, and as a complete negation of all the principles on which the International Labour Organization had been founded. The Workers' Group also made it quite clear that they did not intend to participate in further bipartite I.L.O. meetings on civil aviation since these had been shown to be a waste of time, and that nothing less than a return to the tripartite principle generally adopted within the I.L.O. would satisfy them.

It may be added that the reasons for the failure of the *ad hoc* meeting were given wide publicity by both the I.T.F. and its affiliated organizations in the civil aviation field.

## RELATIONS WITH THE I.L.O.

Our contacts with the I.L.O. during the period under review have naturally enough been mainly concerned with the subject already dealt with above, namely the convening by the I.L.O. of the *ad hoc* meeting on civil aviation, the subsequent failure of that meeting, and the continuation and intensification of efforts to achieve the creation by the Organization of proper machinery for dealing with the problems of the industry on a tripartite basis. Immediately following the breakdown of the Geneva meeting, the Secretariat not only made the I.T.F.'s views on the conduct of the civil aviation employers clear to the I.L.O. and pressed for the early convening of a new tripartite conference, but also urgently requested affiliated organizations to make individual representations to the Director-General on the subject in order to strengthen the position of the Workers' Group when the results of the *ad hoc* meeting came up for review by the Governing Body.

The matter was in fact dealt with by the Governing Body at its 134th Session held at Geneva in March 1957. During the course of discussion both the Government and Workers' Sides strongly criticized the Employers for their attempts to excuse the conduct of their colleagues in civil aviation. At the conclusion, the Governing Body decided:

- (a) to authorize the Director-General to transmit the note on the proceedings of the *ad hoc* meeting to Governments, inviting them to bring it to the notice of the employers' and workers organizations concerned, and to forward to the Director-General their own observations together with any observations received from the employers' and workers' organizations in question;
- (b) to request the Director-General to study, on the basis of the observations received up to the 137th Session of the Governing Body, the possibility of convening as soon as possible a tripartite meeting on civil aviation and to report thereon to the Governing Body.

However, when the 137th Session of the Governing Body took place in October/November 1957, we learned that consideration of future I.L.O. action had had to be deferred owing to absence of replies on the subject from several countries of major importance in civil aviation, in particular France, the Netherlands, and the Scandinavian. In view of this information, the Secretariat immediately contacted the affiliated organizations in these countries and requested them to approach their Governments at once to ensure that replies were sent forthwith to the Director-General. At the same time, the Secretariat again took the opportunity of impressing on the Workers' Group the I.T.F.'s firm conviction that if a favourable decision were not reached regarding an early tripartite civil aviation meeting we should be playing straight into the hands of the employers in their attempt to sabotage any work by the I.L.O. in this field.

At the time of writing, it was understood that the question of holding a tripartite conference would again come up for discussion at the 138th Session of the Governing Body (scheduled for March 1958).

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

Following the Sectional Conference held in conjunction with the Vienna Congress, the three resolutions adopted by the conference were forwarded to I.C.A.O., the latter's particular attention being drawn to that dealing with the licensing of aircraft maintenance engineers (mechanics). This was coupled with the request that the resolution should be brought to the notice of I.C.A.O.'s Third Air Navigation Conference.

In reply, I.C.A.O. informed us that the resolution would be reproduced as a working paper for the Conference and later informed us of the decisions arrived at by the latter. These meant that in respect of the Aircraft Maintenance Engineer (Mechanic) Type II, the following alternative arrangements will in all probability come into force around mid-1958:

- (a) Contracting States may be left free to utilize a system of individually-licensed engineers; or
- (b) They may delegate responsibility to an "approved organization"; or
- (c) They may use a combination of (a) or (b).

In commenting on these decisions, the Secretariat informed I.C.A.O. that whilst the I.T.F. noted with satisfaction that individually licensed engineers could continue to be used for aircraft maintenance duties, it felt very strongly that any transfer of responsibility to an approved organization not involving individual licences would be a retrograde step. We also pointed out that the clause providing that members of an approved organization not holding individual licences should possess the same level of competency as licence holders was only an apparent safeguard since it had not been laid who would determine that such a level had been reached. The system was thus open to abuse by the unscrupulous operator, and could very likely result in slipshod maintenance and consequent lessening of safety standards.

As regards the general question of representation at I.C.A.O. meetings, the position still continues to be rather unsatisfactory in that we have not the right to attend all meetings of interest to us but have to await an invitation from the Organization. It may be mentioned here that an invitation to attend the Mediterranean Regional Air Navigation Meeting was in fact extended by I.C.A.O. and provisionally accepted by us. At the time of writing, this meeting had not yet opened, having been postponed from the summer of 1957 until January/February 1958. Two items of particular interest to the I.T.F. on its agenda concerned radio-navigational aids and radiotelephony operating practices in the mobile services.

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

During the period under review relations with I.F.A.L.P.A. continued to be normal. Owing to other commitments it did not prove possible to send an I.T.F. observer to the I.F.A.L.P.A. Annual Conference held in Athens in March 1957.

The conference just referred to adopted a resolution on the I.T.F./I.F.A.L.P.A. agreement which raised the question of the desirability of making provision in the agreement for resolving any differences of opinion which might arise between members of the two organizations on crew complement issues. When this resolution was communicated to us by the Secretary of I.F.A.L.P.A., we pointed out that such provision was intentionally omitted so far as the I.T.F. was concerned for the simple reason that we did not wish to impose ourselves as arbitrators but wanted to leave to national organizations the greatest measure of autonomy in such matters. Nevertheless, in deference to I.F.A.L.P.A.'s views, the Secretariat agreed to refer the request to the next conference of the Civil Aviation Section when all the issues involved could be fully discussed.

### **PERSONALIA**

The Assistant to the Section Secretary, Ch. Godfrey, resigned from the service of the I.T.F. with effect from 1 December 1957.

## *Fishermen's Section*

### **SECTION CONFERENCES**

The Section met twice during the period under review: in Vienna on 21 July 1956, during the Biennial Congress of the I.T.F., and in Bergen, Norway, from 19 to 21 September 1957.

Another conference of the Section will meet on the eve of the 1958 session of the International Labour Conference in Geneva, which will have an item on fishermen's questions on its agenda.

### **THE VIENNA CONFERENCE**

The Section, when it met during the Biennial Congress of the I.T.F. in Vienna in July 1956, discussed, among other things, the efforts being made by the I.T.F. for a long time past to secure more attention for fishermen's affairs at the I.L.O., the representations made to the United Nations by the I.T.F., jointly with the I.C.F.T.U., in connection with the problem of territorial waters and fish conservation policy, and I.T.F. interventions on behalf of Japanese fishermen detained in Korea.

The hope was expressed that a full conference of the Section would be held as soon as possible in order to deal in sufficient detail with the various matters requiring action.

P. de Vries, President of the Dutch Seafarers' and Fishermen's Union, was elected Chairman of the Fishermen's Section for the 1956-58 period.

### **THE BERGEN CONFERENCE**

The conference of the Section held in Bergen, Norway, from 19 to 21 September 1957, was attended by representatives from Belgium, Britain, Denmark, Finland, Germany, Iceland, the Netherlands and Norway. Fraternal greetings were received from the affiliates in Japan and the United States, which were not able to be represented owing to important developments at home.

The conference reviewed the extent to which the International Fishermen's Programme adopted by the I.T.F. in 1948 in Oslo had been realized in the different countries and started work on the formulation of a new programme. This work was to be continued at another conference of the Section to be held on the eve of the 1958 International Labour Conference.

Other matters discussed by the Bergen conference were fishermen's questions at the I.L.O., the trade union position in the fishing industry, self-employed fishermen, limitation of shipowner's liability, and territorial waters and fish conservation measures. Further information on these questions will be found under the respective headings.

### **INTERNATIONAL PROGRAMME**

At the conference in Bergen the Section reviewed the progress made in realizing the International Fishermen's Programme adopted by the Oslo Congress of the I.T.F. in 1948. The reports received from affiliated unions showed that the aims of the Oslo programme had been attained to a large extent in economically advanced countries, but that much remained to be done in the less developed areas of the world. The conference therefore decided not only to re-affirm the programme but also to add a number of new points in the light of latter-day developments in the fishing industry.

Several new points were formulated at the Bergen conference and a number of others were referred to a conference of the Section to be held in conjunction with the 1958 International Labour Conference. One of the new points calls for the introduction of decasualization schemes for fishermen similar to those existing for port and maritime workers in many countries. The objective regarding annual leave—one day's paid leave for every month a man is at the disposal of the industry—was extended to include payment of an allowance over and above wages to meet the cost of a holiday away from home. With regard to safety at sea the conference called for the equipment of fishing vessels with up-to-date life-saving devices, such as inflatable life-rafts, as well as adequate inspection of these devices and instruction in their use.

It is also intended to include in the new programme demands relating to manning standards, crew accommodation, medicine chests and medical aid. These points will be further considered at the next conference of Section. The preamble to the programme will refer to some of the more general economic and technical aspects of the industry, e.g., the relation between the price fetched by fish at port and that paid by the consumer, measures to promote the consumption of fish, such as deep-freezing and efficient transport, new fishing techniques, etc.

### **TERRITORIAL WATERS**

As this was a problem to be dealt with by the United Nations Conference on the Law of the Sea, to be held in Geneva in February-April 1958, the Section at its conference in Bergen re-affirmed the I.T.F.'s

position as defined in the joint I.T.F.—I.C.F.T.U. declaration addressed to the UN General Assembly of November 1955. In advocating adherence to the traditional three-mile limit to territorial waters, the Section added that a certain amount of flexibility was desirable in the case of countries whose national economies were particularly affected by considerations such as the need for fish conservation, always provided that any changes in existing demarcations should not be made unilaterally but by international agreement.

Fishermen's unions were to use their influence with their respective governments on the above lines and to seek representation in an advisory capacity on national delegations to the United Nations conference.

### **SHIPOWNERS' LIABILITY**

Special attention was drawn at the Bergen conference to the anomalous position existing in some countries regarding the treatment of fishermen as well as seafarers and dock workers employed by shipowners, in respect of common law claims arising out of injury or death due to employers' negligence. It was agreed that to limit employers' liability towards employed persons was wrong in principle, that it was particularly unjust to discriminate against any group of workpeople in this respect, and that especially in international industries like shipping and fishing it was undesirable for such discrimination to exist in some countries but not in others.

It was decided to address a letter expressing this point of view to the President of the Diplomatic Conference on Maritime Law meeting in Brussels in September-October 1957. Our Israeli affiliate subsequently informed us that the Israeli delegation sponsored the I.T.F. point of view at the Brussels conference. The convention which was adopted by the conference, however, whilst substantially raising the limits to shipowners' liability, was disappointing in that for the first time the principle of limitation was applied to employed persons in an international instrument.

In an article published in the I.T.F. Journal we remarked on the fact that under the existing practice the International Maritime Committee, an organization of shipping jurists to a large extent under shipowner influence, played a considerable part in preparing the working document of the diplomatic conference, and expressed the view that it would have been more appropriate for a social question such as the shipowners' liability towards their personnel to be dealt with through a tripartite agency like the I.L.O.

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

The November 1956 meeting of the Governing Body of the I.L.O. decided to place an item on fishermen's conditions of employment on the agenda of the 1958 session of the International Labour Conference. As known, the I.T.F. has been urging for a very long time past that more attention should be devoted to the fishing industry by the I.L.O.

The agenda item will cover three of the questions which were referred for a preparatory discussion to the I.L.O. Committee of experts, including four members nominated by the I.T.F., which met in Geneva in October-November 1954, namely minimum age for admission to the fishing industry, medical examination of fishermen, and articles of agreement for fishing vessels.

These matters, together with a proposal for the establishment of permanent machinery to deal with the fishing industry in the I.L.O. will be further pursued at the meeting of the Fishermen's Section to be held in conjunction with the 1958 conference of the I.L.O.

### **SELF-EMPLOYED FISHERMEN**

The problem of self-employed fishermen was examined at the Bergen conference of the Section during a discussion on trade union organization. The question was whether this category of fishermen should be eligible for membership of the I.T.F. The view of the conference was that small-scale or family enterprise was not conducive to satisfactory economic or social conditions, and that organizations of self-employed fishermen should only be admitted to the I.T.F. if their applications were supported by fishermen's unions already affiliated. On the national plane, co-operation by organizations of wage-earning fishermen with those of self-employed fishermen for common aims was favoured in so far as the latter take up a constructive attitude.

## *Inland Navigation Section*

### **THE SECTIONAL CONFERENCES**

Owing to its small size, the Section does not elect a Section Committee. Likewise, when conferences of the Section are held the composition depends upon the questions on the agenda. As Congress, however, a panel is appointed with which contact is maintained concerning the affairs of the Section. At the end of 1957 this panel was composed as follows: H. Hildebrand (Germany, Chairman), L. Eggers (Belgium), G. Piquemal (France), T. Smeding (Holland, substitute R. Laan), A. Peham (Austria, substitute R. Gryc), K. Rebsamen (Switzerland). Seats for Britain, Pakistan and the Scandinavian group were vacant.

During the period under review the Section held various regional meetings, details of which are given below. In addition Chairman H. Hildebrand, as well as L. Eggers and P. Mol (deputizing for Th. Smeding) attended a joint meeting of section committees held in London on 18 and 19 July 1957. (See "Combined Sectional Activities.")

#### **Rotterdam, January 1956**

This was a meeting for Rhine shipping and dealt with the following matters: travelling and working time, organization of French Rhine navigation workers, ratification of I.L.O. Convention on working conditions in Rhine shipping, and towing by motor vessels.

#### **Vienna, July 1956**

This was the usual sectional conference held during the Biennial Congress. It approved the report on activities for the preceding period and elected the Section Chairman and the panel mentioned above.



### **Stuttgart, May 1957**

This regional conference was attended by nineteen delegates from six countries. Items of discussion were hours of work, I.L.O. convention on working conditions in Rhine shipping, freight charges and transport coordination in the European Coal and Steel Community, safe gangways from shore to ship, occupational diseases, introduction of "push-vessels," use of radar in inland shipping, recreational facilities and wages and working conditions on the Danube.

### **The Hague, November 1957**

This was a preliminary meeting of the I.T.F. group which was participating in bipartite discussions with Rhine shipping employers in Scheveningen, Holland, on the following day. Th. Smeding (Holland, former Chairman of the Section) presided in the absence of H. Hildebrand (Germany). Except for the Swiss, all the unions concerned were represented.

### **THE PROBLEM OF WORKING HOURS**

The problem of working hours, travelling time, meal breaks and nightly rest periods continued to be a subject of preoccupation in Rhine navigation. Efforts to bring about greater uniformity under these heads are being pursued through the I.L.O. and national collective bargaining.

The conference held in Rotterdam in January 1956 adopted a resolution deploring the non-ratification of the International Agreement concerning Conditions of Employment of Rhine Bargesmen by Belgium, France and Germany. It called upon affiliated unions to insist with their governments on early ratification of the Agreement, and further to press for the following conditions by national collective bargaining: (a) overtime to be payable for all time worked in excess of eight hours during navigation, exclusive of meal break, (b) daily meal break of adequate duration to be granted to all crew members.

### **THE I.L.O. AGREEMENT ON CONDITIONS OF EMPLOYMENT OF RHINE BARGEMEN**

This is the Agreement which was adopted by an I.L.O. conference in 1949 and approved in 1950 by the governments of all the riparian countries of the Rhine, but still has not been implemented. Following its revision in 1954, at the request of the Swiss Government, it was ratified by the Netherlands and Switzerland in 1955. By 1957 it had been also ratified by France and Germany, but the ratification of Belgium was still outstanding.

Though the Agreement only sets minimum standards, its implementation represents an important step towards the standardization of working conditions in Rhine shipping. When the regional conference took place in Stuttgart in May 1957, another resolution was adopted on the question of working hours and travelling time, in the light of a report of the Secretariat on the conditions obtaining in the different countries. This resolution once more regretted the non-implementation of the I.L.O. Agreement and requested the I.T.F. to approach the Rhine employers with a view to considering whether better progress could be made on a bipartite basis.

A bipartite meeting took longer to arrange than expected. One difficulty which arose was the refusal of the Swiss employers' organization to take part in international bipartite discussions. Another complication arose when it transpired that confessional trade unions were also being brought into the discussions. In these circumstances the I.T.F., which had taken the initiative and done the preparatory work, could not participate further except in an observer capacity.

The bipartite meeting was held in Scheveningen, Holland, on 29 November 1957. At a preliminary meeting of the I.T.F. group in The Hague on the preceding day, the reasons why the I.T.F. could not be officially represented at the bipartite meeting were explained. The Swiss Union also obtained from participation on account of the presence of confessional representatives. The preliminary meeting agreed on the following proposals for submission to the bipartite meeting on the following day:

1. Minimum nightly rest period of twelve hours throughout the year.
2. Hours worked in excess of ten hours on any one day from Monday to Friday and five hours on Saturday to be compensated, the first two hours by equivalent time off plus a cash payment, thereafter at the customary rate of pay for overtime.
3. In principle, Sunday to be day of rest. Where this is not practicable a compensatory day off to be given, at the base port, plus Sunday pay at the customary rate for hours worked.
4. Cash payments and rates of Sunday and overtime pay to be those established by national agreement.

These proposals were rejected by the employers. It was decided, however, to set up a committee of four members on either side which was to seek a basis of agreement for further consideration before 1 March 1958.

### **TOWING BY MOTOR VESSELS**

A report on this matter was prepared for the conference held in Rotterdam in January 1956. The problem concerns mainly the manning of tugboats and vessels used for towing duties and the compensation of the crews concerned for the additional responsibility of towing. It is regrettable that there is no representation of workers on the Central Rhine Commission at Strasbourg, which is competent for matters of this kind. Efforts are being made to remedy the situation.

### **FREIGHT RATES AND TRANSPORT COORDINATION**

This was one of the questions discussed at the regional conference held in Stuttgart in May 1957, on the basis of a report of the Secretariat, supplemented verbally by the technical adviser of the German Transport Workers' Union, Dr. K. Kühne. It was decided to refer the matter to the Transport Advisory Committee of the I.T.F. Further information is given under the heading of "Combined Sectional Activities."

## **SAFE GANGWAYS FROM SHORE TO SHIP**

The regional conference in Stuttgart discussed a report of the Secretariat on the subject and decided to refer it to the next conference for further study.

## **OCCUPATIONAL DISEASES IN RHINE SHIPPING**

A report of the Secretariat on the results of an enquiry concerning the medical and social aspects of occupational diseases in Rhine shipping was prepared for the Stuttgart conference. After discussion, it was decided to continue the study of the problem and to press with national authorities for official recognition of certain ailments prevalent among Rhine boat crews as occupational diseases.

## **RADAR IN INLAND NAVIGATION**

At the Stuttgart conference opinion differed as to the economic value of this technical device. It is a fact, however, that the introduction of radar, whether or not it will mean an extension of travelling time, will have a bearing on working hours and manning standards. It was therefore decided that further information should be collected with a view to formulating a joint policy.

## **INTRODUCTION OF PUSH-VESSELS**

This is a new development in Rhine shipping, though in the United States it has been going on for some time past already. At the Stuttgart conference detailed information was given by the Dutch union on experiments carried out by two companies in Holland and two in Germany. According to experts, the new system permits of a saving of 50% on man power.

The conference deplored the fact that the Central Rhine Commission had introduced new manning regulations for the push-vessels without consulting the unions. It was decided to make a protest and to demand that the manning regulations of tugboats should be applied to push-vessels. The protest was communicated to the Central Rhine Commission in May 1957, which in reply stated that the question of push-boats would be discussed at the next meeting of the Commission and that the new manning regulations were only provisional in character. After the Commission's meeting, in October 1957, it wrote that the regulations still had to be regarded as provisional and that final regulations could only be worked out after thorough examination of the problem. It added that other types of push-vessels were also to be considered, and that new manning regulations would only be drawn up after sufficient experience with the different types. In that event the employers' and workers' organizations would be consulted on the matter.

## **RECREATIONAL FACILITIES FOR RHINE SHIPPING PERSONNEL**

The question of the use of the leisure time of Rhine boatmen was raised at the regional conference in Stuttgart. It was decided to request

governments to make a study of it with a view to establishing suitable centres administered on tripartite lines.

### **WORKING CONDITIONS OF DANUBIAN BOATMEN**

The Stuttgart conference took cognizance of a report by the Austrian union on the subject. It regretted the impossibility of formal contacts with the so-called trade unions existing in Iron Curtain countries.

### **PERSONALIA**

The Section Assistant, Ch. Godfrey, resigned from the service of the I.T.F. with effect from 1 December 1957.

## *Combined Sectional Activities*

This chapter contains a summary of the activities of several Sections and a report on contacts with international organizations which affected the field of activity of several Sections. A number of individual items which are discussed here have already been dealt with in reports of the various Sections.

### **THE ACTIVITIES OF THE TRANSPORT ADVISORY COMMITTEE OF THE I.T.F.**

In our last report on activities we mentioned the fact that a Committee of Experts had been appointed on the basis of a decision of the Inland Transport Conference of the I.T.F. at Berne in September 1955. This Committee of Experts had been entrusted with two tasks, firstly to prepare a report on the problems of coordination of inland transport and European transport integration. In addition, the Committee should assist the Secretariat in connection with contacts with international organizations as may be necessary.

This Committee commenced its work in November 1955. A first preliminary report on problems of coordination in goods transport was submitted to the Vienna Congress 1956. The Committee also formulated a number of resolutions on the questions of integration of transport, Eurofima, and canalization of the Moselle which were also submitted to Congress after they had been previously approved by a joint section conference. We do not intend to reproduce the report and the resolutions in this document and would refer in this connection to the Congress Report.

After the Vienna Congress there was a change in the composition of the Committee. The German Union of Public Service and Transport Workers (O.T.V.) replaced the original member, K. Osterkamp by Dr. K. Kühne, whilst the new Secretary of the Sections of Railwaymen and Road Transport Workers, H. Imhof, succeeded P. Tofahrn and F. Braun as Chairman of the Committee on behalf of the Secretariat of the I.T.F.

Work was resumed in December 1956 with the objective to complete the final report on the above-mentioned proposals by the date of the Congress 1958. We do not wish to conceal the fact that the

preparation of this report involves very difficult work and takes up considerable time. There can be no doubt that the full extent of the difficulties which would be encountered was not realized at the time when the Committee was entrusted with this task and the "timetable" was fixed. These difficulties only became apparent in the course of the work. If we mention here that attempts at international level to arrive at a joint expression of opinion on the question of coordination and which extended over a period of several years had to be abandoned because no agreement could be reached, we only want to give some slight indication of the difficulties which were encountered by our Committee, which also consists of experts of various countries.

In the first instance, the problems of coordination of inland transport were re-examined whereby the report on problems of goods transport submitted to Congress was maintained as a framework of the new studies. In July 1957 it was possible to submit the main parts of the draft report to a joint meeting of the section committees of railwaymen and road transport workers. A delegation of the Inland Navigation Section also attended that meeting. The very comprehensive discussions led to valuable suggestions, some of which were also submitted in writing by a number of unions. In order to continue the studies of these problems it was agreed to organize an

#### **Inland Transport Conference of the I.T.F.**

to which the meeting of the Executive Committee in June 1957 had already given its approval.

This Conference was arranged to take place at Frankfurt a/M on 14 and 15 October 1957. It was followed by an International Railwaymen's Conference from 16—18 October; both conferences had been prepared in an exemplary manner by the German Railwaymen's Union. They were attended by more than 100 delegates and observers who represented 33 unions in 16 countries. Proceedings were opened by the President of the I.T.F., Hans Jahn. The Vice-President of the German Railwaymen's Union, Philip Seibert, was elected Chairman of the Conference. The Minister of Transport of the German Federal Republic, Dr. H. C. Seeböhm, who attended the opening session of the Conference as a guest, stressed in his address the importance of close contacts with the trade unions for the purpose of solving transport problems at national and international level.

W. Schevenels, General Secretary of the European Regional Organization of the I.C.F.T.U., and H. G. Buiter, Director of the Trade Union Liaison Committee of the European Coal and Steel Community attended the Conference as fraternal delegates.

The Transport Advisory Committee (the new title given to the former Expert Committee at its own request) had submitted to the Conference the report on co-ordination of inland transport including certain amendments which had been requested by the joint meeting of the section committees. The point of view of the Committee regarding the written proposals of affiliated unions was expressed in a special mem-

orandum. A further report dealt with the questions of transport integration and was based on the principle that the efforts of the I.T.F. should not be divorced from the reality represented by the treaties on the European Community for Coal and Steel and the European Common Market. The paragraphs of the Treaty on the European Common Market which referred to transport matters were attached to that report. Two further annexes contained comments on these texts and an outline of the problems involved.

The General Secretary of the I.T.F., O. Becu, informed the Conference of the purpose and objectives of the activities which were initiated by the appointment of the Transport Advisory Committee and the Section Secretary introduced the various reports.

As a result of the very objective and useful discussion, the following resolutions on the problems which were considered were unanimously adopted:

### **Coordination of Inland Transport**

The Inland Transport Conference of the International Transportworkers' Federation (I.T.F.) from 14—15 October 1957

notes that in spite of endeavours pursued throughout many years in order to arrive at an efficient organization of the transport industry the willingness of the various branches of the transport industry to cooperate is still distinctly lacking.

This leads to an uneconomic use of the existing transport capacity, misplaced investments and to a further undermining of the principle of economic self-sufficiency of the transport undertakings.

It is also one of the main reasons why social progress in certain branches of the transport industry has lagged behind social progress in general.

The transportworkers' unions realize that an efficient organization of the transport industry is an important prerequisite of decent wages and working conditions.

The Conference approves the report of Committee of Experts as a basis of discussion of the next Congress of the I.T.F. It believes that in view of existing conditions a properly organized transport industry may only become feasible on the basis of strict supervision and control of competition by the competent authorities. All transport undertakings should be required to submit to the scheme which will thus be established, with due regard to the specific tasks which they have to fulfil within the transport industry.

Wherever any decisions concerning questions of transport policy are to be taken all parties concerned, i.e. employers and personnel of the transport industry as well as transport users should be consulted in order to arrive at a balance of all interests concerned.

## **Integration of European Transport**

The Inland Transport-Conference of the International Transportworkers' Federation (I.T.F.) at Frankfurt a/M from 14—15 October 1957

*Having taken note of the passages of the Treaty on the creation of a European Economic Community which refer to matters of transport policy and*

*Having considered the efforts which have been made for many years within the I.T.F. with a view to such plans of unification, particularly in the field of transport.*

*Declares that an economic unification of Europe may only be expected to produce the best results possible if it is based on a properly regulated transport industry. These results mean in the first instance a continuous improvement of the standard of living of the working population.*

The application of the transport policy adopted within the framework of the Common Market may be the first step in the direction of a properly regulated European transport industry. In view of the already existing international cooperation in the field of transport, however, any measures to be taken in this connection may not be divorced from the conceptions underlying the transport policy of the remaining European States. A high degree of cooperation would therefore appear to be imperative.

In view of the above considerations the Conference

*Decides that:*

- (1) The I.T.F. and its affiliated transportworkers' unions will continue to pursue a policy which aims at a common European transport market in the interest of the common welfare of the nations concerned, with due regard to national conceptions and requirements;
- (2) the trade union movements of the countries of the European Economic Community shall be requested to secure by all means at their disposal the representation of the transportworkers' unions on the competent bodies of the Community to which these unions are entitled. This implies that nominations of candidates of the transportworkers' unions for membership of the expert committee of the Commission should be considered on a basis of equality with those submitted by the employers. Members of the Social and Economic Council and its Transport Division should furthermore be entitled to be assisted by technical advisers;
- (3) the Executive Committee of the I.T.F. shall be requested to immediately discuss with the affiliated European unions all measures which may become necessary in order to arrive at a solution of the social and transport problems both within the Economic Community and the remaining European countries and to secure the appropriate coordination of such measures

within the I.T.F. and with the other trade union organizations concerned.

In view of the very short time available between this conference and the next Congress of the I.T.F., a further decision outlined the tasks of the Committee. It will not be in a position to consider the problems which arise in connection with transport integration as thoroughly as it considered the problems of coordination. There is not only not sufficient time but the necessary prerequisites are also lacking. Many questions in connection with the transport policy within the Common Market are still to be settled before individual problems can be examined. It will consequently be left to the affiliated unions of the different countries of the Community to consider them in due course and to try and find the appropriate solutions. The preliminary work accomplished by the I.T.F. and its Transport Advisory Committee will no doubt be of assistance to them in this connection.

### **CONTACTS WITH INTERNATIONAL ORGANIZATIONS**

#### **Inland Transport Committee of the International Labour Organization**

One of the most important among the eight industrial committees which have been created by the I.L.O. since the second world war is the Inland Transport Committee. Unfortunately its activities are restricted by the available resources, an obvious consequence of the reactionary tendencies of certain employers' organizations and the influence which they exert on national governments and the governing bodies of the I.L.O. As a result, the intervals between the plenary sessions of the Committee have been continuously lengthened. We urgently recommend all our affiliated unions to pay particular attention to this development. The work of the I.L.O. and its bodies is of the greatest importance for world-wide social progress. It must not be paralyzed by open or hidden sabotage by reactionary employers.

After an interval of three years, the Sixth Session of the Inland Transport Committee took place at Hamburg from 11—22 March 1957. The agenda, which usually deals with two main problems apart from the General Report, was this time devoted to methods of operation and production in docks and labour inspection in road transport.

Unions affiliated to the I.T.F. were represented by strong delegations and consequently in a position to exert a decisive influence on the Workers' Group. The items of the agenda were discussed at a preliminary meeting, which lasted two days, in which connection the policy to be adhered to by affiliated unions was also determined.

The following chapters contain a summary of the various items which were dealt with by the Conference. At the same time, we should like to refer to our reports concerning the Dockers' and the Road Transport Workers' Sections, in which certain individual questions have already been examined.

#### **(a) LABOUR INSPECTION IN ROAD TRANSPORT**

The International Labour Office had submitted a very comprehensive report on this question. On behalf of the working party entrusted



with the examination of this problem and the preparation of a recommendation, our Workers' Group presented a summary of requirements to be considered within the framework of efficient labour inspection. Additional proposals were submitted by a government representative and by the Employers' Group. Agreement was finally reached after very lengthy discussions, of which one lasted until the early hours of the morning. The resolution which was eventually practically unanimously adopted by the Conference deals with all main aspects of labour inspection and enumerates in the form of an annex all essential details on which a standard driver's control book ought to contain information.

(b) CIVIL LIABILITY OF DRIVERS

This resolution requests the Governing Body of the I.L.O. to transmit the report of the experts appointed to study this question to governments with the request to pass it on to the organization of employers and workers concerned. Attempts should be made to find a suitable solution on the basis of these comprehensive reports and, if necessary, a small conference on a tripartite basis should be arranged for this purpose.

(c) ANNEX A OF THE GENERAL AGREEMENT ON ECONOMIC REGULATIONS FOR INTERNATIONAL ROAD TRANSPORT (*Set of Rules*).

A resolution was adopted, despite the determined opposition of the employers, requesting governments to ratify this Agreement and to implement annex A immediately, taking into account existing possibilities, without waiting for the ratification of the entire Agreement.

This General Agreement was signed by the participating States as long ago as 1954. It may, however, not come into force unless it is ratified by at least five States. Ratification has been delayed because no agreement on the annexes concerning tariff policy could be reached. By the end of 1957, France, Norway, Greece, and Italy had ratified the Agreement. Meanwhile we have requested our affiliated unions to use all means at their disposal in order to accelerate ratification in their countries.

(d) EUROPEAN TREATY ON SOCIAL SECURITY OF WORKERS IN INTERNATIONAL TRANSPORT

The Governing Body of the I.L.O. has been requested to report on the repercussions of this Treaty. Considerable practical difficulties may be expected. It would consequently be useful if after a certain preliminary period a report were submitted on the implementation of the Treaty and its repercussions.\*

(e) AGENDA OF THE NEXT INLAND TRANSPORT CONFERENCE

As already mentioned, each Inland Transport Conference deals with two main subjects. They may be determined by the preceding conference and submitted to the Governing Body of the I.L.O. in the form of suggestions. At Hamburg, we submitted three proposals which were adopted by a more or less large majority. They concerned the following questions:

\* The Treaty will come into operation after it has been ratified by two countries. End January 1958 Poland ratified as the first country.

Conditions of employment of railwaymen.

The influence of automation and mechanization on inland transport, with particular reference to the stability of employment.

Working conditions in urban and suburban transport.

The first question was raised by the Committee of the Railwaymen's Section but at the same time placed in a wider context. In the opinion of the committee, conditions within all branches of the transport industry should be examined in conjunction with the question of co-ordination of transport. We did, however, not succeed in obtaining the adoption of this text. We consequently restricted ourselves to the reference to railwaymen, which appears all the more justified in view of the fact that practically no railwaymen's questions at all have been considered by the Inland Transport Committee since 1951.

A further question, the inclusion of which the Employers' Group managed to obtain, concerned the training of drivers. Although we believe that the problems of training certain groups of workers are important, we do not feel that they ought to take up the valuable time of the Inland Transport Committee. That platform ought to be devoted to urgent social problems, particularly in view of the fact that only this last session had to consider a comprehensive report of the I.L.O. which dealt with similar questions of training. This is obviously just another manoeuvre of the employers by which they try to detract the I.L.O. from its actual tasks. Nobody will be particularly surprised at that. What is, however, surprising is the fact that attempts of this kind also receive the blessing of numerous government representatives.

During its session of October—November 1957, the Governing Body of the I.L.O. on the whole approved the conclusions of the Inland Transport Conference. The agenda will be determined at a later date.

### **Conference of the European Ministers of Transport**

As early as September 1955, the Inland Transport Conference of the I.T.F. at Berne protested against the exclusion of our International from the work of this important body. Since then, a change has taken place. We were invited in connection with the conferences of the Ministers of Transport at Munich in October 1956 and the Rome conference in October 1957 to send a delegation to the special working party with the international organizations. Within these working parties each delegation has an opportunity to express its opinion on the problems of the agenda which is dealt with by the Ministers. The same facility was afforded to us on the occasion of the Conference of the Deputy Ministers of Transport in Paris in early July 1957.

We have used this opportunity in order to explain our point of view to the participating officials. The Transport Advisory Committee was consulted in each of these instances and in certain cases had prepared comprehensive memoranda expressing our point of view.

The main problems which were considered and on which the Conference of Ministers does not reach any decisions but merely adopts recommendations are the following: The financial position of the railways; importance and role of transport for own account; dimensions and weights of road vehicles; harmonization of national and international inland navigation freight rates; coordination of investments; organization and development of broken traffic; container traffic and refrigerated transport (Interfrigo); repercussions of the Treaty on the European Economic Community.

During the period of office of the German Minister, Dr. Seebohm, as President of the Conference of Ministers and his Secretary of State, Dr. Bergmann, as Chairman of the Deputies, we were twice invited to Bonn in order to discuss certain questions.

The assistance of the Transport Advisory Committee proved very valuable on these occasions. Whether similar contacts at top level also have a practical value and justify the expense is another question. At any rate, it is our intention to make the greatest possible contribution in order to eventually arrive at a better organization of the transport industry and consequently better conditions of transport workers.

#### **United Nations Economic Commission for Europe (E.C.E.)**

There is an Inland Transport Committee also within the framework of this very important organization. The tenth anniversary of the E.C.E. in December 1957 passed as quietly and unnoticed as its whole activity. This activity is however, as may be said without any exaggeration, very extensive and useful. The I.T.F. participates in the most important meetings on behalf of the I.C.F.T.U.

The work of this organization resulted in the above-mentioned General Agreement on Economic Regulations for International Road Transport on 27 March 1954, in which connection the International Labour Organization cooperated with reference to the social conditions (Annex A). Further results of the activities of the E.C.E. are agreements on problems of coordination and taxation in road transport, on the contract of carriage in international road transport, traffic problems, transport of dangerous and perishable goods, technical and legal problems of broken traffic, and a number of other subjects. The Committee also deals with questions of safety of traffic, technical questions of various means of transport, and statistics.

The Section Secretary attended a preliminary session of the Committee in December 1957, and had an opportunity to express his opinions on certain tariff questions and to protest on behalf of the Railwaymen's Section against a paper concerning the future possibilities of European transport which had been published by the Secretariat of the E.C.E.

#### **Other contacts**

Reference to any contacts with the Organization for European Economic Cooperation (O.E.C.C.), the Council of Europe, the European Community for Coal and Steel, and other official bodies which have taken place during the period covered by the report is made elsewhere.

## VIII

# Relation with other Sections of International Trade Union Movement

### A. INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS

### B. INTERNATIONAL TRADE SECRETARIATS

### C. REGIONAL COOPERATION

Relations with other sections of the International Trade Union Movement, namely the I.C.F.T.U. and the I.T.S., were to a large extent connected with activities of a regional character. This chapter is therefore divided into three sub-chapters: the first two dealing with relations with the I.C.F.T.U. and the I.T.S., and the third with regional activities undertaken jointly with one or the other of these organizations. The main activities of the I.T.F. in the regional field have been dealt with separately in Chapter VI.

### A. INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS

#### I.C.F.T.U. Biennial Congress

The I.T.F. was represented at the last Biennial Congress of the I.C.F.T.U., held in Tunis on July 1957, by a delegation composed of H. Jahn and O. Becu.

On this occasion O. Becu resigned from the office of President of the I.C.F.T.U., to which he had been elected in Stockholm in 1953 and re-elected in Vienna in 1955. He originally intended to do this in August of the previous year, owing to the increasing difficulty of combining the duties of General Secretary of the I.T.F. with those of President of the I.C.F.T.U. At the request of the Executive Board of the I.C.F.T.U., however, he continued in office until the Tunis Congress.

#### I.T.F.—I.C.F.T.U. and the Hungarian Revolution

Following the conference of the Dockers' and Seafarers' Sections of the I.T.F. which discussed the situation caused by the tragic events of November 1956 in Hungary, joint talks were held with a view to extending action to all sections of the International Trade Union Movement. After a meeting between the General Secretaries of the I.C.F.T.U. and the I.T.F. in Brussels, a conference of representatives of the I.C.F.T.U., the I.C.F.T.U. European Regional Organization and the I.T.S. took place in Hamburg on 15 November. An account of these attempts to go to the aid of the Hungarian workers appears on page 129.

#### I.T.F.—I.C.F.T.U. Aid for Victims of Oppression

The Executive Committee at the close of the Vienna Congress in July 1956 decided to donate £1,000 to the I.C.T.F.U. Fund for the Victims of Oppression. The fund had been started by the I.C.F.T.U.

under the name of Berlin Aid Fund after the events of February 1953 in Eastern Berlin; following the events in Poznan of 18 June 1956 it was renamed I.C.F.T.U. International Solidarity Fund. Still later, after the Hungarian tragedy of November 1956, it became the I.C.F.T.U. Fund for the Victims of Oppressed Peoples.

In addition to drawing on its own funds, the I.T.F. issued an appeal to affiliated unions also to make donations for this purpose either to the I.T.F. or to the fund of the I.C.F.T.U. The above-mentioned joint Dockers' and Seafarers' Conference of the I.T.F., held to consider the situation caused by the revolt in Hungary, recommended, in addition to other action, that a sum of £5,000 be made available to aid victims of Communist oppression. A total of £7,000 was raised.

As the I.C.F.T.U. Fund was to be used for other purposes besides aid to victims of Communism, and a very considerable volume of trade union donations went directly to the I.C.F.T.U., it was decided that the balance of the funds at the disposal of the I.T.F. should be used on behalf of Hungarian transport workers in need of help. The President and the General Secretary of the I.T.F. made a special visit to Vienna to discuss the allocation of funds with the Austrian unions, who had been very active themselves in relieving distress both inside Hungary and among refugees pouring across the border. One of the relief actions organized by the Austrian unions was the sending of convoys of lorries carrying food parcels into Hungary in the name of the I.T.F.

#### **European Regional Organization of the I.C.F.T.U.**

A conference on the European Common Market and Free Trade Area was convened by the European Regional Organization of the I.C.F.T.U. in Brussels in May 1957. The I.T.F. was represented by its Secretary for Railways and Road Transport, H. Imhof, the President of its Railwaymen's Section, G. Devaux of Belgium, and a member of the I.T.F. Committee of Experts on European Transport Problems, Dr. K. Kühne.

#### **B. INTERNATIONAL TRADE SECRETARIATS I.T.S. General Conferences**

The I.T.F. was represented at both the General Conferences of the I.T.S. held during the two years under review: one in Brussels in October 1956 and the other also in Brussels in May 1957.

The first conference considered, among other things, the future of the I.C.F.T.U.—I.T.S. Liaison Committee. Some of the I.T.S. were in favour of discontinuing this committee on the grounds that the General Conferences of the I.T.S. were sufficient for liaison purposes. The I.T.F. representative took the view that there was a need for a liaison committee, especially in connection with regional activities in which the whole of the international trade union movement was interested and advocated that it should be given another trial. The conference decided accordingly.

The second I.T.S. conference of May 1957 took the following decisions: (1) that an assistant be appointed to the I.C.F.T.U. represen-

tative in Geneva, to devote himself particularly to the interests of the different I.T.S. in connection with their activities at the I.L.O.; (2) that steps be taken to make the I.C.F.T.U.—I.T.S. Liaison Committee function as effectively as possible; (3) that an attempt be made to bring the International Metal Workers' Federation into the Liaison Committee.

### **I.T.S. Activities at the I.L.O.**

The first of the above-mentioned decisions was duly carried out. The appointment of Mr. B. Zofka to the post in Geneva has already resulted in a marked improvement in the continuity and efficacy of the relations of the I.T.S. with the I.L.O.

### **International Metal Workers' Federation**

An invitation was received for the I.T.F. to be represented by an observer at an international conference of shipbuilding workers, held under the auspices of this I.T.S. on 10—11 September 1957 in Rotterdam. The President of the Dutch Seafarers' and Fishermen's Union, P. de Vries, undertook this mission on behalf of the I.T.F.

### **International Centre of Free Trade Unionists in Exile**

The I.T.F. was represented by a fraternal delegate, R. Dekeyzer, President of the Belgian Transport Workers' Union and member of the Executive Committee of the I.T.F., on the occasion of the fifth congress of the International Centre of Free Trade Unionists in Exile, held in Brussels at the middle of October 1957.

## **C. REGIONAL COOPERATION**

### **I.C.F.T.U. Regional Activities Fund**

Up to 1953 the I.T.F., like other International Trade Secretariats, contributed on a per capita basis to the Regional Activities Fund of the I.T.F. The I.T.F. did so, in spite of the urgent need for funds for its own regional activities, because it was hoped to assist and encourage other I.T.S. to take an interest in regional problems. As a result of developments which took place in this connection, the General Conference of the I.T.S. in Brussels in May 1957 decided against continued support for the I.C.F.T.U. Regional Activities Fund. The I.T.F. Executive Committee had previously decided to discontinue the I.T.F.'s contribution at its meeting in Vienna in July 1956.

One of the reasons for this decision, besides the fact that I.T.S. felt the need for regional work more directly concerned with their special interests, was that the I.C.F.T.U., through an appeal addressed to National Trade Union Centres, was already receiving very substantial support for its regional work from the national trade union movement: the target was to collect a fund of £2,000,000 over a period of three years. In the circumstances the question arises whether there is not a need for some arrangement to bring about an appropriate allocation of the funds raised at the national trade union level between I.C.F.T.U. and I.T.S. in order that finance may be available both for the general regional work of the I.C.F.T.U. and that of a more occupational character carried on by the I.T.S.

### **I.C.F.T.U.—I.T.S. Meeting on Regional Activities**

A special committee of the I.T.S. Liaison Committee had a meeting at I.C.F.T.U. Headquarters in Brussels on 13 May 1957 to hear a report of the I.C.F.T.U. Director of Affairs on recent journeys to underdeveloped countries. The I.T.F. was represented at the meeting by its Secretary for Railwaymen's and Road Transport Workers' Sections, H. Imhof.

### **Regional O.R.I.T.—I.T.S. Meeting**

The I.T.F. Regional Representative for Latin America, L. Martinez, as well as representatives of the Miners' and Textile Workers' Internationals, attended a conference of O.R.I.T., the I.C.F.T.U.'s regional organization for Latin America, in Miami from 31 January to 3 February 1956 to discuss I.C.F.T.U.—I.T.S. regional cooperation. Useful contacts were established.

From 12 to 17 August 1957 a trade union seminar was held in Costa Rica. It was organized by O.R.I.T. and various I.T.S., and ten of the twenty students who took part in it came from transport workers' organizations, five of them being affiliated with the I.T.F.

### **O.R.I.T.—I.T.S. Liaison Committee**

During 1957 a proposal was made by O.R.I.T. for the establishment of an I.T.S.—O.R.I.T. Liaison Committee. When the matter came before the Executive Committee meeting of the I.T.F. in Paris in June 1957, it was agreed, for the same reasons as in the case of I.C.F.T.U. regional activities as a whole, that the general activities carried on by O.R.I.T. in the Latin American region should be kept distinct from the specialized activities of the I.T.S. in the different industries. This, of course, did not preclude the closest possible cooperation in matters of common interest to I.C.F.T.U.—O.R.I.T. and I.T.S.

With regard to proposals made, in the same connection, for liaison between I.T.S. it was agreed that the matter should be pursued at Head Office level between the I.T.S. concerned.

### **Joint I.T.S. Organizing Campaign in Central America**

The regional representative of the Postal, Telephone and Telegraph Workers' International at the middle of 1957 put forward a proposal for a joint organizing campaign in the Central American area. It envisaged a one-year programme of "grass-root" organizing in this area, including the holding of a one-week trade union conference or seminar.

The Executive Committee of the I.T.F. when it considered the proposal at its January 1957 meeting, found the programme to be concerned with subjects appertaining to the general propaganda and educational task of I.C.F.T.U.—O.R.I.T. rather than particular occupational aspects of interest to the I.T.F. The matter was discussed with representatives of I.T.S. concerned on the occasion of the General Conference of I.T.S. in the following May. Subsequently, the I.T.F. Executive Committee agreed that the I.T.F. could only participate in projects which had a direct bearing on the transport industry.

### **Caribbean Area Conference**

The Executive Committee at its meeting in London in November 1957 considered the possibility of holding a Transport Workers' Conference for the Caribbean Area. The success of such a conference largely depends upon a sufficient nucleus of I.T.F. affiliates in the area. The prospects of further affiliates in the near future at the end of 1957 were good, and the matter will be pursued in the light of developments in this regard.

### **International Metal Workers' Federation**

The I.T.F. Representative for Asia cooperated in making arrangements for establishing a regional representation of the International Metal Workers' Federation in Tokyo.

The I.T.F. Representative for Latin America assisted this International with plans for publishing a bulletin in the Spanish language for distribution in Latin American countries.



## IX

# Relations with Inter-Governmental Organizations

During the two years 1956-57 the I.T.F. continued to maintain relations of various kinds with the numerous official agencies which concern themselves with problems affecting the transport industry and transport labour at the international level, through correspondence, personal contacts and attendance at meetings and conferences. For the most part the matters under consideration were of sectional interest and are therefore dealt with under the respective headings of this report. The following is an enumeration of the discussions and contacts which took place.

### CONFERENCE OF EUROPEAN TRANSPORT MINISTERS

Contacts with this agency of European cooperation took place in connection with the I.T.F.'s special interest in the problem of the coordination and integration of European transport and the work of the committee of experts it has set up to study it. On the occasion of a session of the Ministers held in Munich in October 1956, a meeting of the I.T.F. committee of experts was arranged, following which the Secretary of the Railwaymen's and Road Transport Workers' Sections of the I.T.F. was able to attend a working session of the Ministers' Conference and to put before it the views formulated by the I.T.F.

Subsequently, there were various other occasions when the Section Secretary, accompanied by one or more members of the I.T.F. Expert Committee, was able to attend meetings of the Ministers' Conference or have interviews with Transport Ministry officials: in December 1956 and March 1957 in Bonn, in July 1957 in Paris, and in October 1957 in Rome. On these occasions special sessions were held for Ministers to receive representations from official and non-official international organizations, among which the I.T.F.

### EUROPEAN COAL AND STEEL COMMUNITY

In our Report to the Vienna Congress, 1956, information was given on the proposal to include the trade union element in the Transport Committee of E.C.S.C. These efforts duly bore fruit. On the advice of the I.T.F. our affiliates in the six countries concerned (Belgium, Netherlands, Luxemburg, France, West Germany and Italy) met to discuss a concerted policy and the trade union nominations to be submitted to governments. A delegation on which the I.T.F. as well as two other I.T.S. were represented, and which was accompanied also by the General Secretary of the I.T.F., met the President of E.C.S.C. in January 1956.

At the request of the I.T.F., the information service of E.C.S.C. organized a study course for representatives of I.T.F. affiliates in the six countries. This took place in October 1956 and was attended by a considerable number of trade union leaders, including the Secretary of the Railwaymen's and Road Transport Workers' Sections of the I.T.F.

### **ORGANIZATION FOR EUROPEAN ECONOMIC COOPERATION**

At the invitation of O.E.E.C. the I.T.F. cooperated in connection with an International Seminar on Productivity in Ports. This took place in Copenhagen from 1 to 4 October 1957, and was largely attended by delegates from I.T.F. dockers' affiliates in European O.E.E.C. countries and by the General Secretary of the I.T.F. The seminar discussed, from the labour point of view, a wide range of problems bearing upon the economics of the turnaround of ships, labour and social conditions in relation to productivity, vocational training for dock workers, and the sharing of the benefits of increased productivity.

Relations were also maintained with the Maritime Transport Committee of O.E.E.C., with special reference to the flags of convenience problem.

### **CENTRAL COMMISSION FOR RHINE NAVIGATION**

Following the Inland Navigation Conference of the I.T.F., held in Stuttgart in May 1957, correspondence was exchanged with the above-mentioned body about the concern felt in workers' circles at the insufficient engine-room manning on board a new type of vessel, "the push vessel," introduced in Rhine navigation. We were informed that the I.T.F.'s views would be duly brought to the notice of the Commission.

Representations were also made to the Commission, in August 1957, in support of a request of the Union of French Rhine Boatmen for exemption from customs duties in respect of wine carried on board for consumption by crews at meals.

### **INTERNATIONAL CIVIL AVIATION ORGANIZATION**

An invitation was received to attend in an observer capacity a European-Mediterranean Regional Air Navigation Meeting to be held in Madrid in April 1957 under the auspices of I.C.A.O. The meeting, which was postponed until January 1958, has two items of special interest to the I.T.F. on its agenda, namely: (1) Radio navigational aids, (2) Radiotelephony operating practices in the mobile services.

### **DIPLOMATIC CONFERENCE ON MARITIME LAW**

The tenth session of this inter-governmental conference took place in Brussels in September—October 1957. The I.T.F. addressed a letter to the President of the Conference giving its views on the draft Convention on the limitation of shipowners' liability which was down for discussion. Further information will be found in the reports on the Seafarers' and Fishermen's Sections.

## **UNITED NATIONS CONFERENCE ON MARITIME LAW**

A Conference of Plenipotentiaries is to be held under the auspices of the United Nations in Geneva in February—March 1957 to discuss a new international code on the law of the sea which has been worked out by the U.N. International Law Commission. Questions of great importance to the maritime and fishing industries come within the scope of this conference, and representations are being made to ensure that the views of our affiliates concerned are taken into account during the discussions, and further to arrange for attendance of a tripartite delegation of the Joint Maritime Commission of the I.L.O. on that occasion. More is said on the subject under heading of sectional affairs.

## **E.C.E. INLAND TRANSPORT COMMITTEE**

A representative of the I.T.F. attended a meeting in December 1957 of the Inland Transport Committee of the Economic Commission for Europe of United Nations. This Committee holds annual meetings and has working parties dealing with various transport questions.

## **ECONOMIC COMMISSION FOR ASIA AND THE FAR EAST**

A copy of the provisional report on European transport, worked out by the I.T.F. committee of experts for the I.T.F. Inland Transport Conference held in Frankfurt in October 1957, was supplied on request to the Chief of the Transport Division of the E.C.A.F.E.

## **INTERNATIONAL LABOUR ORGANIZATION**

During the two years under review the I.T.F. continued to take a very close interest in the manifold activities of the I.L.O. in the different sectors of the transport industry. I.T.F. affiliates were strongly represented on national delegations to the conferences and meetings held under the auspices of the I.L.O., and in addition regular contact was maintained with the I.L.O. by the Secretariat of the I.T.F. through correspondence, personal visits and attendance of Head Office representatives at I.L.O. proceedings.

The following are the major meetings and conferences held during the years 1956-57:

Preparatory Technical Maritime Conference, London, September—October 1956.

Ad hoc Civil Aviation Conference, Geneva, November—December 1956.

Tripartite Committee of Experts on the Safety of Dock Work, Geneva, December 1956;

Sixth session of the Inland Transport Committee, Hamburg, March 1957.

J.M.C. Tripartite Working Party on Convention No. 93, Geneva,  
April 1957.

The following I.L.O. conferences of interest to the I.T.F. are so far  
scheduled for 1958:

Maritime session of the International Labour Conference, April—  
May, at a place still to be decided on.

General session of the International Labour Conference, Geneva,  
which has an item covering three fishermen's questions on the  
agenda.

# X

## Miscellaneous

### THE I.T.F. AND THE HUNGARIAN REVOLUTION

When news came of the revolt of the people against the puppet Communist Government in Hungary and of the brutality with which Red Army troops invaded the country and put the Communist régime back in power, the I.T.F. convened an emergency meeting of dockers' and seafarers' unions in London on 8 and 9 November 1956, to consider whether international action could help the Hungarian people in their desperate struggle. Previously the I.T.F. had already issued a press statement on the general strike and other events in Hungary leading up to the bloody events of the first days of November, expressing the profoundest sympathy with the Hungarian workers.

The emergency conference in London was attended by representatives from twelve affiliated European countries, including members of the I.T.F. Executive Committee available at short notice. Besides, many cablegrams were received expressing sympathy for the purpose of the meeting.

After a full discussion, a resolution was adopted calling upon the I.C.F.T.U. to undertake an international boycott of Russian goods and services and declaring that the Dockers' and Seafarers' Sections of the I.T.F. were ready to play their part in such action. The resolution, which also mentioned a decision of the Executive Committee of the I.T.F. to make a grant of £5000 to aid victims of Communist oppression, further appealed to the other sections of the I.T.F. to do their part. A conference of the Road Transport Workers' Section, held in Stuttgart from 12 to 16 November, adopted a resolution expressing full agreement with the London decision.

During that month of November 1956 I.T.F. representatives took part in joint talks of the I.C.F.T.U. and various International Trade Secretariat on the possibility of supporting the liberation movement of the Hungarian people. There was hesitation, however, at undertaking a full-scale boycott action against Russia, owing to the difficulties of all kinds involved. At one of these meetings, in Hamburg on 20 November, an attempt was still made to bring about a boycott of Russian ships for one week, but the difficulties proved insuperable. The meeting recommended, however, that a delegation be sent to New York in order to bring the views of the I.C.F.T.U. to the notice of the United Nations General Assembly. It also suggested that a trade union mission should be sent to Hungary to investigate the situation. The Executive Board of the I.C.F.T.U. when it met in Brussels in the last days of November adopted a declaration pledging moral and material support to the Hungarian workers and calling for the severance of all relations with the trade unions of Soviet Russia.

Funds donated by the I.T.F. were subsequently used to send relief convoys carrying food parcels and medical supplies into Hungary.

### **BELGIAN TRANSPORT WORKERS' SANATORIUM**

The Executive Committee of the I.T.F. decided to support an appeal of the Belgian Transport Workers' Union for a loan of £20,000 to rebuild and re-equip its sanatorium which had been badly damaged by Allied bombing during the war. The sum was duly raised by means of interest-free loans granted by financially-strong affiliates of the I.T.F.

### **BARBADOS DOCK STRIKE**

In November 1956 the Barbados Dockers, who are not affiliated with the I.T.F. but form part of the I.C.F.T.U. through their membership of the Barbados T.U.C., appealed to our affiliate, the Trinidad Seamen's and Waterfront Workers' Union, for sympathetic action in a strike in which they were engaged. The Trinidad Union referred the request to the I.T.F.

This led the I.T.F. to express to the I.C.F.T.U. the view that requests for international aid should be addressed to the headquarters of the international organization concerned and not to national unions. The I.C.F.T.U. agreed that this was the most efficient and time-saving procedure for international actions. In the event, no action was needed as the Barbados strike ended after a few days.

Arising out of the incident a discussion took place on the Executive Committee of the I.T.F. on the question of international trade union jurisdiction. The view was taken that individual national unions should affiliate with the corresponding international trade secretariat, and that the I.C.F.T.U. should be competent to affiliate national trade union centres and general unions with a wide range of membership. The General Secretary of the I.T.F. was instructed to represent this point of view in future discussions with the I.C.F.T.U.

### **HUNGARIAN RAILWAYMEN'S HOSPITAL**

In March 1956 we learned through the former President of the I.T.F., Robert Bratschi, that the Hungarian Railwaymen's Hospital, which had been in existence for very many years and had rendered excellent service to railwaymen and their families, was in great difficulties owing to lack of drugs and other medical supplies. The Executive Committee of the I.T.F. was anxious to help, but in spite of all efforts made through the Austrian T.U.C., no assurances could be obtained that aid given would reach the hospital, so that the project had to be abandoned.

### **GERMAN SUMMER SCHOOL**

As in previous years, the German Transport Workers' Union invited I.T.F. affiliates in other countries to send members to its annual summer

school. In 1956 it took place in September at the International Youth Camp in Gauting, near Munich, and was attended by eighteen young trade unionists from I.T.F. affiliates in Austria, Denmark, Finland, France, Italy and Sweden. In 1957 it was held in Mosbach and the number of foreign participants was fourteen, from Austria, Denmark, Finland, France, Italy, Luxembourg and the Netherlands.

# Financial Report

## for 1956 and 1957

### Introduction

We have pleasure in reporting that, thanks to the increase in the rate of affiliation fees voted at our Vienna Congress in 1956, the financial situation of the I.T.F. is much brighter.

Total income for the years 1955, 1956 and 1957 was as follows:—

£43,073 in 1955

£47,940 in 1956

£56,548 in 1957

These figures show an upward trend so much the more satisfactory because the increase of 15% in the rate of affiliation fees took effect only from 1 January 1957. It will be noted that the figure for 1956 was considerably higher than that of the previous year. It exceeded by some £3,000 income anticipated when the 1956 budget was established. This encouraging result can in part be explained by the fact that some unions paid on higher membership figures but there were also settlements of arrears of fees which had not been anticipated. As far as 1957 goes, the considerable increase between that year and the previous one is undoubtedly the result of the application of the higher rate of affiliation fees.

Financial results cannot, however, be judged by income alone. Let us therefore have a look at the figures for expenditure in the same three years:—

£45,287 in 1955

£50,567 in 1956

£51,697 in 1957

One is struck by the fact that expenditure increased much more from 1955 to 1956 than it did from 1956 to 1957. This can largely be accounted for by increases in travelling costs and by the fact that 1956 was a Congress year.

Table 1 gives particulars for income and expenditure in 1956 and 1957. Comparison between the two columns reveals increases in the item Salaries and Allowances and London Office Expenses. Fortunately, however, and thanks to the restraint being exercised, as well as to the closure of the I.T.F. New York office, several other items remained in 1957 below the figure for the previous year, so that in the end the total of expenditure exceeded the 1956 figure by little more than £1,000. The item Salaries and Allowances always absorbs a large part of our income. When considering the figures in this report it has to be taken into account that a 12½% increase granted to headquarters and regional offices staffs operated only from 1 September 1957, so that this item is bound to reach a higher figure in coming years. The rise in London Office expenses, by about £2,400, was due to our occupying, as from 1 December 1956, the ground floor space in the wing of Maritime House



where the I.T.F. has had first floor offices since 1950 and to removal and redecoration costs. As a matter of minor interest we would point out that item 21, Affiliation fee payable, increased because this regular contribution to the I.C.F.T.U. Liaison Committee was paid, as from 1957, on a higher membership.

The rather alarming deficit of over £2,600 for the financial year 1956 was fortunately offset at the end of 1957 by an excess of income over expenditure of roughly £4,800. On the basis of the latter figure the Executive Committee felt justified, at its meeting in March 1958, apart from making allowance for ordinary depreciation, in deciding to transfer to the Edo Fimmen Free Trade Union Fund the sum of £2,000 to be specially earmarked for grants to financially weak organizations from extra-European countries for the purpose of enabling them to send a delegate to the Amsterdam Congress.

Table 2 gives figures for Affiliation Fees received and receivable in the two years under review. In establishing this table we have tried, as in the past, to avoid entering as receivable amounts not yet paid and settlement of which might be uncertain. Several organizations paid on higher memberships and worthy of mention in this connection are the German railwaymen's union, the American R.L.E.A. and the Brotherhood of Teamsters.

A special reference is necessary with regard to Cuban organizations. It will be seen that our table does not mention any payment for 1957. This should not be taken to mean that the Cuban organizations, which are financially strong and faithful affiliates, did not pay any fees. The fact is that the figure actually paid has been left out of the table pending clarification of the way in which a decision taken by the Conference of Latin American Zonal Presidents, held in October 1955, was being interpreted by the Cuban friends.

### **Special Funds**

Tables 3 to 8 give particulars of the position of the special funds operated by the I.T.F. during 1956 and 1957.

The Edo Fimmen Free Trade Union Fund, Table 3, plays a vital part in the work of the I.T.F. Its importance is certain to increase in years to come because in the unfolding of events the activities, financed by means of this Fund, are bound to get into the foreground of international trade union work. It is used for regional activities, that is to say, activities in extra-European countries not having reached a high degree of industrialization and which consequently have a less developed trade union movement than exists in other parts of the world. It is also used for making grants to organizations in any part of the world which for one reason or another are temporarily in financial difficulties. The figures will give some idea of the way in which the Fund is used and also reveal the great and generous assistance voluntarily given by affiliated organizations. Contributions (that is, amounts calculated as a rule at the rate of £3 per 1,000 members per year) amounted to £9,219 in 1956 and £12,161 in 1957. We should further draw attention to the special contributions among which those of the R.L.E.A. are outstanding. Among items charged to the Fund in 1956 was a contribution of £1,557 to the

I.C.F.T.U. Regional Activities Fund. No such expense appears for 1957, since the Executive Committee, at its meeting in Vienna in 1956, decided to discontinue these contributions.

The other funds call for little comment. The Fund for Assistance to Victims of Oppression, Table 6, was created by the Executive Committee at the close of the Vienna Congress. Particulars about the use made of it will be found in Chapter VIII, Section A, of the Report on Activities. After a wave of sympathy with the courageous fight of the Hungarian people in the autumn of 1956 swept over the world, contributions were received from a great number of affiliated organizations. Through the good offices of our two Austrian affiliates a large part of the sums collected was spent in grants to refugees and especially in the sending of food parcels to Hungary. The despatch of these parcels had to be stopped in June 1957 as there was no longer any guarantee that the contents were reaching the persons for whom they were intended. As will be seen, a balance of over £2,300 remains in the Fund.

Table 7 gives particulars of income and expenditure of the Seafarers' International Welfare Fund financed by payments from shipowners with whom agreements with the I.T.F. are signed for vessels flying flags of convenience, while Table 8 refers to the International Fair Practices Campaign Fund used to finance the Special Seafarers' Section.

We hope that these few comments with regard to the financial information given in the Balance Sheets and Tables may be of some help in assessing the position and would close this brief introduction by expressing our gratefulness to all affiliated organizations for their continued support and loyalty to our common cause.

O. BECU,  
*General Secretary.*

*June, 1958.*

# BALANCE SHEET AS AT 31 DECEMBER, 1956

	£	£
<b>CURRENT LIABILITIES</b>		
<b>SUNDY CREDITORS:</b>		
General Accounts ... ..	2,073	
Advances ... ..	2,386	
Amounts owing to Affiliated Unions ... ..	1,524	
Affiliation Fees prepaid ... ..	2,206	
Fund Contributions prepaid ... ..	153	
Staff Savings Account ... ..	258	
Dutch Trade Union Centre ... ..	704	
	9,298	
<b>FUNDS:</b>		
Edo Finmen Free Trade Union Fund ... ..	1,698	
International Fair Practices Campaign Fund ... ..	6,085	
Seafarers' International Welfare Fund ... ..	30,781	
Relief Fund ... ..	3,866	
Victims of Oppression Assistance Fund ... ..	5,703	
Spanish Trade Union Fund ... ..	—	
Trade Union Foundation Fund ... ..	21,095	
General Fund ... ..	1,891	
	71,119	
<b>CURRENT ASSETS</b>		
3 BARS OF GOLD ... ..		£ 897
CASH IN HAND, LONDON ... ..		180
(including Foreign Currencies) ... ..		
CASH AT BANKS AND WITH AGENTS ... ..		40,683
<b>SUNDY DEBITORS:</b>		
Affiliation Fees Due ... ..	1,904	
Fund Contributions Receivable ... ..	1,139	
Amounts owing by Affiliated Unions ... ..	3,369	
Advances ... ..	6,020	
Prepayments ... ..	951	
	13,383	
STOCK OF PAPER AND STATIONERY ... ..		100
		55,243

## FIXED ASSETS

<b>FURNITURE, FIXTURES AND OFFICE EQUIPMENT:</b>		
At cost, less Sales ... ..		5,081
Additions during year ... ..		702
		5,783
Less: Accumulated Depreciation ... ..	£3,481	
Sales during year ... ..	56	
		2,246
MOTOR CAR at Cost ... ..		1,832
LIBRARY at Nominal Value ... ..		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

### 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 1956, (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 1956.

(Signed) HESKETH, HARDY, HIRSHFIELD & CO.  
Chartered Accountants.  
Auditors.

Norwich House,  
13, Southampton Place,  
London, W.C.1.  
21st August 1957.

£80,417

£80,417

# BALANCE SHEET AS AT 31st DECEMBER, 1957

## CURRENT LIABILITIES

	£
<b>SUNDRY CREDITORS:</b>	
General Accounts ... ..	2,943
Advances ... ..	2,656
Amounts owing to Affiliated Unions	2,864
Affiliation Fees Prepaid ... ..	16
Fund Contributions Prepaid ... ..	—
Staff Savings Account ... ..	704
Dutch Trade Union Centre ... ..	9,163
<b>FUNDS:</b>	
Edo Finmen Free Trade Union Fund ... ..	7,435
International Fair Practices Campaign Fund ... ..	5,534
Seafarers' International Welfare Fund ... ..	28,427
Relief Fund ... ..	4,358
Victims of Oppression Assistance Fund ... ..	2,355
Trade Union Foundation Fund ... ..	21,095
General Fund ... ..	3,242
	72,406

**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 1957, (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 1957.

(Signed) HESKETH, HARDY, HIRSHFIELD & CO.

Chartered Accountants.  
Auditors.

Norwich House,  
13, Southampton Place,  
London, W.C.1.  
4th June 1958.

## CURRENT ASSETS

3 BARS OF GOLD ... ..	£ 897
CASH IN HAND, LONDON ... ..	424
(including Foreign Currencies)	
CASH AT BANKS AND WITH AGENTS ... ..	33,946
<b>SUNDRY DEBTORS:</b>	
Affiliation Fees Due ... ..	1,678
Fund Contributions Receivable ... ..	5,015
Amounts owing by Affiliated Unions ... ..	3,607
Advances ... ..	9,159
Interest Receivable ... ..	196
Staff Savings Account ... ..	101
Prepayments ... ..	836
	20,592
<b>STOCK OF PAPER AND STATIONERY</b> ... ..	100
	55,959

## FIXED ASSETS

<b>FURNITURE, FIXTURES AND OFFICE EQUIPMENT:</b>	
At cost less Sales ... ..	5,727
Additions during year ... ..	1,956
	7,683
Less: Accumulated Depreciation ... ..	4,480
Sales during year ... ..	21
	3,182
<b>MOTOR CAR at Cost</b> ... ..	1,832
Less: Depreciation ... ..	500
	1,332
<b>LIBRARY at Nominal Value</b> ... ..	1
<b>ASSETS HELD FOR TRADE UNION FOUNDATION FUND:</b>	
£18,800 3¼% War Loan at Cost ... ..	18,800
4 Bars of Gold ... ..	6,773
	25,573
Less: Advances made pending realisation ... ..	4,478
	21,095

£81,569

£81,569

TABLE I.

**INCOME AND EXPENDITURE  
FOR THE YEARS 1956 AND 1957**

**INCOME**

	1956	1957
1. Affiliation fees ... ..	47,441	56,080
2. Other ordinary income ... ..	439	468
3. Extra-ordinary income ... ..	60	—
	<u>£47,940</u>	<u>£56,548</u>

**EXPENDITURE**

<b>I. SALARIES AND ALLOWANCES</b>		
1. Salaries and allowances ... ..	22,412	24,421
2. Reports and translations ... ..	216	165
<b>II. RENTS, RATES AND OFFICE EXPENSES</b>		
3. London Office ... ..	2,464	4,808
4. New York representation ... ..	3,362	844
5. Insurance ... ..	23	30
<b>III. TRAVELLING AND ENTERTAINMENT EXPENSES</b>		
6. Meetings and conferences ... ..	9,607	7,653
7. Travelling expenses ... ..	2,616	3,331
8. Entertainment expenses ... ..	751	486
9. Motor car expenses ... ..	325	263
<b>IV. PUBLICATIONS, LIBRARY AND STATIONERY</b>		
10. Journals and reports ... ..	5,115	5,004
11. Subscriptions ... ..	346	335
12. Library ... ..	113	111
13. Stationery and office sundries ... ..	484	592
<b>V. POSTAGE, TELEPHONE, TELEGRAMS</b>		
14. Postage ... ..	486	493
15. Telephone and telegrams ... ..	673	980
<b>VI. ACCOUNTANCY, LEGAL AND GENERAL EXPENSES</b>		
16. Accountancy fees ... ..	550	550
17. Bank charges ... ..	56	81
18. Legal charges ... ..	9	—
19. General expenses ... ..	321	777
20. Miscellaneous ... ..	75	153
21. Affiliation fee payable ... ..	563	620
	<u>£50,567</u>	<u>£51,697</u>
Depreciation on Furniture, Fixtures and Office Equipment ... ..	1,000	
Depreciation on Motor Car ... ..	500	
Transfer to Edo Fimmen Free Trade Union Fund ... ..	2,000	
	<u>3,500</u>	
		<u>£55,197</u>

TABLE 2.

**AFFILIATION FEES RECEIVED AND RECEIVABLE IN  
1956 AND 1957**

<i>Country and Organization</i>	1956 £	1957 £
<b>Australia</b>		
Seafarers ... ..	46	53
Flight Engineers ... ..	—	1
Flight Stewards ... ..	—	1
<b>Austria</b>		
Railwaymen ... ..	1,056	1,217
Transport Workers ... ..	323	373
<b>Belgium</b>		
Civil Aviation Personnel ... ..	7	9
Civil Aviation Workshop Personnel ... ..	—	9
Railwaymen ... ..	491	566
Tramwaymen ... ..	231	195
Transport Workers ... ..	360	416
<b>Brazil</b>		
Transport Workers ... ..	47	50
<b>British Guiana</b>		
Seafarers ... ..	—	4
<b>British Honduras</b>		
Development Trade Union ... ..	2	6
<b>Canada</b>		
Airline Dispatchers ... ..	1	1
Railway Employees ... ..	667	611
<b>Colombia</b>		
Inland Navigation Workers ... ..	—	4
<b>Cuba</b>		
Civil Aviation Personnel, Dockers, Railwaymen, Transport Workers and Seafarers ... ..	1,011	—
<b>Denmark</b>		
Locomotivemen ... ..	33	39
Locomotivemen (Private Railways) ... ..	4	5
Railwaymen ... ..	161	184
Salaried Staff (Private Railways) ... ..	13	15
Seamen ... ..	78	92
Ships Firemen ... ..	27	32
Stewards ... ..	15	18
Transport Workers ... ..	616	710
<b>Estonia</b>		
Seamen ... ..	17	24
<b>Finland</b>		
Dockers ... ..	42	35
Locomotivemen ... ..	69	83
Motor Drivers ... ..	84	117
Railwaymen ... ..	231	287
Seamen ... ..	108	125
Ships Engineers ... ..	28	22
<b>France</b>		
Civil Aviation Personnel ... ..	10	12
Railwaymen ... ..	571	550
Road Transport Workers ... ..	84	98
Transport and Public Works ... ..	122	154
<b>Germany</b>		
Railwaymen ... ..	4,732	5,621
Transport Workers ... ..	1,606	1,842
<b>Ghana</b>		
Motor Drivers ... ..	—	6
Transport Workers ... ..	3	4
Carried forward ...	12,896	13,591

Country and Organization	1956 £	1957 £
Brought forward ...	12,896	13,591
<b>Great Britain</b>		
Coal Trimmers ... ..	4	5
Locomotive Engineers and Firemen ... ..	1,108	1,267
Merchant Navy and Air Line Officers ... ..	193	257
Radio Officers ... ..	59	68
Railwaymen ... ..	4,219	4,859
Scottish Horse and Motormen ... ..	231	266
Seamen ... ..	913	1,053
Shop, Distributive and Allied Workers ... ..	616	710
Transport and General Workers ... ..	3,300	3,812
Transport Salaried Staff ... ..	1,307	1,481
<b>Greece</b>		
Dockers ... ..	50	50
Railwaymen ... ..	162	186
Seafarers ... ..	316	679
<b>Grenada</b>		
Seamen and Dockers ... ..	2	7
<b>Hong Kong</b>		
Kowloon-Canton Railway Workers ... ..	—	2
<b>Iceland</b>		
Seamen and Fishermen ... ..	26	29
<b>India</b>		
Maritime Union ... ..	17	22
Seafarers ... ..	75	—
<b>Ireland (Republic of)</b>		
Pilots and Marine Officers ... ..	—	2
Seamen and Dockers ... ..	15	40
Transport Workers ... ..	77	89
<b>Israel</b>		
Railwaymen ... ..	29	29
Seamen ... ..	26	36
<b>Italy</b>		
Dockers ... ..	50	—
Passenger Transport Workers ... ..	—	20
Railwaymen (S.I.U.F.) ... ..	29	50
Railwaymen (S.A.U.F.I.) ... ..	57	—
Road Transport Workers (F.I.L.L.T.A.T.) ... ..	572	50
<b>Japan</b>		
Municipal Transport Workers, Railwaymen, Seamen and Travel Bureau Workers ... ..	1,198	1,751
<b>Kenya</b>		
Dock Workers' Union ... ..	5	5
E. African Railway Asian Union ... ..	—	71
Railway African Union ... ..	7	8
<b>Luxembourg</b>		
Railwaymen ... ..	109	116
<b>Mauritius</b>		
Bus Drivers and Conductors ... ..	—	5
Port and Harbour Workers ... ..	11	36
Taxi Owners ... ..	5	—
<b>Mexico</b>		
Inland Navigation Workers and Seafarers ... ..	—	17
Road Transport Workers ... ..	—	71
Stevedores and Seafarers ... ..	—	43
<b>Netherlands</b>		
Civil Aviation Ground Staff ... ..	18	23
Motor Drivers ... ..	24	31
Seafarers ... ..	224	256
Transportation Staffs ... ..	617	753
Carried forward ...	28,567	31,846

Country and Organization	Brought forward ...	1956	1957
		£	£
		28,567	31,846
<b>New Zealand</b>			
Cooks and Stewards ... ..		13	17
North Island Waterfront Workers ... ..		62	75
Seamen ... ..		31	36
<b>Nigeria</b>			
Dock Workers ... ..		—	13
Locomotive Drivers, Firemen, etc. ... ..		—	6
Railway Technical Staff ... ..		15	18
Transport Staff ... ..		—	26
<b>Norway</b>			
Civil Aviation Workshop Personnel ... ..		4	10
Engineer Officers ... ..		61	71
Locomotivemen ... ..		36	42
Mates ... ..		69	81
Railwaymen ... ..		344	396
Seamen ... ..		554	639
Transport Workers ... ..		370	411
<b>Nyasaland</b>			
African Motor Transport Workers ... ..		2	2
Railway African Workers ... ..		—	1
Railway Asian Union ... ..		2	2
<b>Pakistan</b>			
Maritime Union ... ..		2	3
<b>Panama</b>			
Seafarers ... ..		9	5
<b>Paraguay</b>			
Maritime Workers ... ..		—	11
<b>Philippines</b>			
Transport Workers ... ..		18	36
<b>Poland</b>			
Officers ... ..		7	8
<b>Rhodesia</b>			
Railway Workers ... ..		74	87
<b>Saar</b>			
Transport Workers ... ..		19	—
<b>St. Lucia</b>			
Seamen and Waterfront Workers ... ..		—	8
<b>South Africa</b>			
Transport Workers ... ..		46	53
<b>Spain</b>			
Railwaymen ... ..		46	53
Transport Workers ... ..		39	44
<b>Sweden</b>			
Deck Officers ... ..		—	29
Engineer Officers ... ..		63	47
Railwaymen ... ..		963	1,119
Seamen ... ..		231	353
Transport Salaried Staff ... ..		48	53
Transport Workers ... ..		677	778
<b>Switzerland</b>			
Public Services (Civil Aviation) ... ..		13	19
Railwaymen ... ..		960	798
Transport Workers ... ..		161	185
<b>Tanganyika</b>			
Dock Workers and Stevedores ... ..		—	5
Railway African Union ... ..		2	7
Transport and Allied Workers ... ..		—	5
<b>Trinidad</b>			
Seamen and Waterfront Workers ... ..		31	49
<b>Tunisia</b>			
Port and Dock Workers ... ..		15	—
	Carried forward ...	33,554	37,447



<i>Country and Organization</i>	<b>1956</b>	<b>1957</b>
	£	£
Brought forward ...	33,554	37,447
<b>Uganda</b>		
Railway African Union ... ..	—	5
<b>United States</b>		
Air Line Pilots ... ..	400	186
Air Line Stewards and Stewardesses ... ..	—	27
American Radio Association ... ..	—	28
Flight Engineers ... ..	66	76
Machinists ... ..	599	488
Masters, Mates and Pilots ... ..	182	177
Radio Officers ... ..	30	17
Railwaymen (R.L.E.A.)		
(including 125,000 in Canada)	6,992	8,711
Seamen (N.M.U.) ... ..	555	719
Seamen (S.I.U.) ... ..	1,020	1,173
Teamsters ... ..	3,164	6,062
Transport Workers ... ..	1,614	1,300
<b>Uruguay</b>		
Railwaymen ... ..	<b>11</b>	<b>11</b>
	<hr/>	<hr/>
	48,187	56,427
<i>Less: overprovision and fees not taken into account</i>	746	347
	<hr/>	<hr/>
	<b>£47,441</b>	<b>£56,080</b>
	<hr/> <hr/>	<hr/> <hr/>

TABLE 3.

## EDO FIMMEN FREE TRADE UNION FUND

	£	£
Balance at 1 January 1956 ... ..		10,805
CONTRIBUTIONS IN 1956: (including sale of Solidarity Stamps)		
<b>Austria</b>		
Railwaymen ... ..	210	
Transport Workers ... ..	63	
<b>Belgium</b>		
Civil Aviation Personnel ... ..	6	
Railwaymen ... ..	64	
Tramwaymen ... ..	45	
<b>Canada</b>		
Railway Employees ... ..	90	
<b>Denmark</b>		
Locomotivemen (Private Railways) ... ..	1	
Railwaymen ... ..	32	
Seamen ... ..	15	
Ships Firemen ... ..	6	
Transport Workers ... ..	120	
<b>Estonia</b>		
Seamen ... ..	10	
<b>Finland</b>		
Locomotivemen ... ..	14	
Motor Drivers ... ..	17	
Seamen ... ..	21	
<b>Germany</b>		
Railwaymen ... ..	1,251	
<b>Great Britain</b>		
Locomotive Engineers and Firemen ... ..	220	
Merchant Navy and Air Line Officers ... ..	15	
Radio Officers ... ..	12	
Railwaymen ... ..	697	
Seamen ... ..	180	
Shop, Distributive and Allied Workers ... ..	120	
Transport and General Workers ... ..	1,500	
Transport Salaried Staff ... ..	263	
<b>Greece</b>		
Railwaymen ... ..	38	
<b>Iceland</b>		
Seamen and Fishermen ... ..	5	
<b>Luxembourg</b>		
Railwaymen ... ..	21	
<b>Netherlands</b>		
Civil Aviation Ground Staff ... ..	3	
Seafarers ... ..	44	
Transportation Staffs ... ..	120	
<b>New Zealand</b>		
Cooks and Stewards ... ..	17	
<b>Norway</b>		
Locomotivemen ... ..	7	
Mates ... ..	12	
Railwaymen ... ..	66	
Seamen ... ..	108	
Transport Workers ... ..	72	
<b>Rhodesia</b>		
Railway Workers ... ..	5	
<b>Sweden</b>		
Railwaymen ... ..	190	
Seamen ... ..	45	
Transport Salaried Staff ... ..	9	
Transport Workers ... ..	138	
Carried forward ...	5,872	10,805

	£	£
Brought forward ...	5,872	10,805
<b>Switzerland</b>		
Public Services (Civil Aviation) ... ..	1	
Railwaymen ... ..	129	
<b>United States</b>		
Railwaymen (R.L.E.A.) ... ..	3,064	
Seamen (S.I.U.) ... ..	153	9,219
	<hr/>	<hr/>
		20,024
<b>SPECIAL CONTRIBUTIONS :</b>		
R.L.E.A. (U.S.A.) towards Latin-American Secretariat	1,786	
Austrian Unions (I.T.F. 60th Anniversary Gift) ...	206	
Swedish Railwaymen's Union (I.T.F. 60th Anniversary Gift) ... ..	498	
	<hr/>	<hr/>
Refund by Malayan Unions (part of Grant made in 1955) ... ..		2,490
		122
		<hr/>
		22,636
<b>CONTRIBUTIONS IN 1957 :</b> (including sale of Solidarity Stamps)		
<b>Australia</b>		
Flight Stewards ... ..	1	
<b>Austria</b>		
Railwaymen ... ..	210	
Transport Workers ... ..	63	
<b>Belgium</b>		
Railwaymen ... ..	96	
Tramwaymen ... ..	33	
Transport Workers ... ..	138	
<b>Denmark</b>		
Locomotivemen ... ..	7	
Locomotivemen (Private Railways) ... ..	3	
Railwaymen ... ..	56	
Salaried Staff (Private Railways) ... ..	3	
Seamen ... ..	15	
Ships' Firemen ... ..	6	
Transport Workers ... ..	120	
<b>Estonia</b>		
Seamen ... ..	10	
<b>Finland</b>		
Locomotivemen ... ..	15	
Motor Drivers ... ..	21	
Railwaymen ... ..	48	
Seamen ... ..	21	
Ships Engineers ... ..	5	
<b>Germany</b>		
Railwaymen ... ..	2,155	
Transport Workers ... ..	323	
<b>Great Britain</b>		
Locomotive Engineers and Firemen ... ..	219	
Merchant Navy and Air Line Officers ... ..	44	
Radio Officers ... ..	9	
Railwaymen ... ..	692	
Scottish Horse and Motormen ... ..	90	
Seamen ... ..	530	
Transport and General Workers ... ..	750	
Transport Salaried Staff ... ..	258	
	<hr/>	<hr/>
Carried forward ...	5,941	22,636

	£	£
Brought forward ...	5,941	22,636
<b>Iceland</b>		
Seamen and Fishermen ... ..	5	
<b>India</b>		
Maritime Union ... ..	3	
<b>Luxembourg</b>		
Railwaymen ... ..	36	
<b>Netherlands</b>		
Civil Aviation Ground Staff ... ..	3	
Motor Drivers ... ..	5	
Seafarers ... ..	43	
Transportation Staffs ... ..	227	
<b>New Zealand</b>		
Cooks and Stewards ... ..	3	
<b>Norway</b>		
Engineer Officers ... ..	12	
Locomotivemen ... ..	15	
Mates ... ..	15	
Railwaymen ... ..	90	
Seamen ... ..	258	
Transport Workers ... ..	170	
<b>Sweden</b>		
Railwaymen ... ..	309	
Seamen ... ..	157	
Transport Salaried Staff ... ..	15	
Transport Workers ... ..	241	
<b>Switzerland</b>		
Public Services (Civil Aviation) ... ..	3	
Railwaymen ... ..	215	
<b>United States</b>		
American Radio Association ... ..	5	
Flight Engineers ... ..	18	
Railwaymen (R.L.E.A.) ... ..	3,439	
R.L.E.A. Affiliates:		
Boilermakers and Blacksmiths ... ..	71	
Railway and Steamship Clerks ... ..	357	
Railroad Signalmen ... ..	71	
Seamen (N.M.U.) ... ..	71	
Seamen (S.I.U.) ... ..	184	
Transport Workers ... ..	179	
	<hr/>	12,161
		<hr/>
		34,797
<b>SPECIAL CONTRIBUTIONS:</b>		
R.L.E.A. (U.S.A.) towards Latin-American Secretariat	4,528	
Asian Office ... ..	1,786	
European Assistance ... ..	1,200	
	<hr/>	7,514
		<hr/>
		42,311
Transfer from General Fund ... ..		2,000
Adjustment for Solidarity Stamps (1956) International Fair Practices Campaign Fund... ..		1,115
		<hr/>
		45,426
<b>EXPENDITURE IN 1956 AND 1957:</b>		
<b>GRANTS AND LOANS:</b>		
<b>African Region:</b>		
<b>Ghana</b>		
Government Transport Workers ... ..	65	
<b>Kenya</b>		
Dock Workers, Mombasa ... ..	50	
<b>Mauritius</b>		
Port and Harbour Workers ... ..	808	
<b>Nigeria</b>		
Railway Technical Staff Association ... ..	243	
Amalgamated Dock Workers ... ..	210	
	<hr/>	
Carried forward ...	1,376	45,426

	£	£
Brought forward ...	1,376	45,426
<b>Tanganyika</b>		
Transport and Allied Workers ... ..	100	
<b>Uganda</b>		
Railway African Workers ... ..	130	
<b>Asian Region:</b>		
<b>India</b>		
Calcutta Seamen's Union ... ..	600	
<b>Indonesia</b>		
Dockers' Union ... ..	300	
<b>Philippines</b>		
Transport Workers' Union ... ..	358	
<b>European Region:</b>		
<b>France</b>		
Railwaymen ... ..	750	
Transport and Public Works ... ..	250	
<b>Iceland</b>		
Seamen and Fishermen ... ..	1,200	
<b>Italy</b>		
Motor Drivers' Union (balance of special contribu- tion from U.S.A.) ... ..	4,449	
<b>Latin American Region:</b>		
<b>British Guiana</b>		
Seafarers ... ..	35	
<b>British Honduras</b>		
Development Trade Union ... ..	227	
<b>Ecuador</b>		
Railwaymen ... ..	161	
TRAVELLING EXPENSES AND ALLOWANCES:		
<b>Africa</b> ... ..	1,869	
<b>Asia</b> ... ..	88	
<b>Europe</b> ... ..	310	
<b>Latin America</b> ... ..	308	
OFFICE AND MISCELLANEOUS EXPENSES:		
Bombay Office (now closed) ... ..	202	
Asian Regional Office (including Singapore and Indonesian missions) ... ..	9,456	
Latin American Regional Office ... ..	14,265	
	<u>36,434</u>	
Contribution to I.C.F.T.U. Regional Activities Fund ...	8,992	1,557
Balance at 31 December 1957 ... ..		<u><u>£7,435</u></u>

TABLE 4.

**RELIEF FUND**

	£
Balance at 1 January 1956 ... ..	3,580
Interest ... ..	1,316
	<u>4,896</u>
Grants and miscellaneous expenses ... ..	558
	<u>5,454</u>
Balance at 31 December 1957 ... ..	<u><u>£4,338</u></u>

TABLE 5.

## SPANISH TRADE UNION FUND

	£
Balance at 1 January 1956 ... ..	5
Transfer from Relief Fund ... ..	80
	<hr/>
	85
Grants to Spanish organizations ... ..	85
	<hr/> <hr/>

TABLE 6.

## VICTIMS OF OPPRESSION ASSISTANCE FUND

	£
CONTRIBUTIONS IN 1956:	
<b>Austria</b>	
Railwaymen ... ..	479
Transport Workers ... ..	75
<b>Belgium</b>	
Railwaymen ... ..	35
<b>Canada</b>	
Air Line Dispatchers ... ..	9
Railway Employees ... ..	372
<b>Denmark</b>	
Railwaymen ... ..	20
<b>Estonia</b>	
Seamen ... ..	30
<b>Finland</b>	
Ships' Engineers ... ..	46
<b>Great Britain</b>	
Railwaymen ... ..	50
Scottish Horse and Motormen ... ..	25
Seamen ... ..	105
Shop, Distributive and Allied Workers ... ..	100
Transport and General Workers ... ..	100
Transport Salaried Staff ... ..	50
<b>Netherlands</b>	
Transportation Staffs ... ..	47
<b>Norway</b>	
Railwaymen ... ..	25
Seamen ... ..	50
<b>South Africa</b>	
Transport Workers ... ..	11
<b>Switzerland</b>	
Railwaymen ... ..	82
<b>United States</b>	
Railwaymen (R.L.E.A.) ... ..	3,571
R.L.E.A. Affiliates:	
Locomotive Firemen and Engineers ... ..	36
Maintenance of Way Employes ... ..	36
Railroad Signalmen ... ..	36
Railroad Telegraphers ... ..	36
Seamen (N.M.U.) ... ..	357
Teamsters ... ..	920
	<hr/>
Carried forward ... ..	6,703

	£	£
CONTRIBUTIONS IN 1957:		
Brought forward ...		6,703
<b>Denmark</b>		
Locomotivemen ... ..	5	
<b>Great Britain</b>		
Locomotive Engineers and Firemen ... ..	25	
<b>United States</b>		
Machinists ... ..	1,298	
R.L.E.A. Affiliate:		
Railway and Steamship Clerks ... ..	357	
Teamsters ... ..	3,571	
	5,256	5,256
		11,959
GRANTS:		
I.C.F.T.U. Solidarity Fund ... ..	1,000	
" " (N.M.U. contribution earmarked for this purpose) ...	357	
Austrian Railwaymen's Union { (for Hungarian relief)	5,047	
Austrian Transport Workers' Union {	2,524	
Sundry individual grants ... ..	520	
MISCELLANEOUS EXPENSES ... ..	176	
	9,624	9,624
Balance at 31 December 1957 ... ..		£2,335

TABLE 7.

### SEAFARERS' INTERNATIONAL WELFARE FUND

	£	£
Balance at 1 January 1956 ... ..		16,750
CONTRIBUTIONS RECEIVED IN 1956 ... ..		17,571
CONTRIBUTIONS RECEIVED IN 1957 ... ..		20,646
		54,967
GRANTS:		
International Seamen's Home, Antwerp ... ..	2,500	
International Radio Medical Centre, Rome ... ..	1,000	
Distributed through:—		
<b>Denmark</b> Seamen's Union ... ..	2,500	
<b>Germany</b> Transport Workers' Union .	2,500	
<b>Great Britain</b> Seamen's Union ... ..	2,500	
<b>Greece</b> ... ..	2,500	
<b>Netherlands</b> Seafarers' Union ... ..	2,500	
<b>Norway</b> Seamen's Union ... ..	2,500	
<b>Sweden</b> Seamen's Union ... ..	2,500	
Seamen's Hospital, Greenwich ... ..	500	
Miscellaneous disbursements ... ..	40	
	21,540	
Transfer to International Fair Practices Campaign Fund	5,000	
		26,540
Balance at 31 December 1957 ... ..		£28,427

TABLE 8.

**INTERNATIONAL FAIR PRACTICES CAMPAIGN FUND**

	£
Balance at 1 January 1956 ... ..	8,954
CONTRIBUTIONS IN 1956:	
<b>Estonia</b>	
Seamen ... ..	59
MEMBERSHIP FEES (received through unions and direct) ... ..	2,804
Contribution by S.I.U. towards New York Special Section's Office ... ..	3,036
	<hr/>
	14,853
CONTRIBUTIONS IN 1957:	
<b>Estonia</b>	
Seamen ... ..	59
MEMBERSHIP FEES (received through unions or direct) ... ..	1,445
Transfer from Seafarers' International Welfare Fund ... ..	5,000
	<hr/>
	21,348
Adjustment for Solidarity Stamps (1956) Edo Fimmen Free Trade Union Fund ... ..	1,115
	<hr/>
	20,233
	£
EXPENDITURE IN 1956:	
LONDON OFFICE:	
Salaries, allowances, travelling expenses, office rent and services, printing, etc. ... ..	3,909
NEW YORK OFFICE (closed 30 September 1956) ... ..	4,859
EXPENDITURE IN 1957:	
LONDON OFFICE:	
Salaries, allowances, travelling expenses, office rent and services, printing, etc. ... ..	4,588
Representation in Antwerp and Rotterdam ... ..	906
Printing of PANLIBHONCO pamphlets ... ..	437
	<hr/>
	14,699
Balance at 31 December 1957 ... ..	<hr/> <hr/> £5,534

**REPORT OF COMMITTEE OF AUDITORS ON THE FINANCIAL YEARS 1956 AND 1957**

We the undersigned have examined the Accounts of 1956 and 1957 and are satisfied that as presented they give a true and accurate picture of the finances of the Federation.

We have noted with satisfaction the improvement in the financial position of the Federation due to the increased affiliation fees from 1st January 1957.

We have discussed with the General Secretary a number of questions and are satisfied that he and the Management Committee have the matters well in hand.

*The Committee of Auditors*

Signed: R. J. GUNTER, G. W. EVANS.

London, 3rd July 1958.



# Report on Regional Activities

## INTRODUCTION

The important subject of our regional programme for 1956 and 1957 is discussed briefly in Chapter VI of the Report on Activities. A number of items, of both general and special significance, are there reported on. This document is introductory to the detailed reports covering the activities of the respective regional offices for the past two-year period.

Here brief reference will be made to general policies and considerations which have been and are being followed in implementing this important aspect of I.T.F. activities. In addition, brief comment will be made concerning recent developments which are not included in the reports for the regional offices.

One of the basic problems is that of determining within what area or areas our regional activities are to be concentrated. Any such determination involves the consideration of a number of important factors. We must give effect to the political stability or instability, the extent of Communist activity and influence, the degree of industrialization, the character and skills of the work force, population pressures, sufficiency of food supplies, the extent and degree of trade union development and other such basic considerations. In addition, our plans and programmes must be geared to our always limited funds, to the end that those funds will be allocated to programmes which give greatest promise of yielding the most effective results.

For all practical purposes Western Europe and North America do not involve the problem of under-developed economies. Furthermore, within those areas there already exists a strong, free, democratic and well-established trade union movement. Hence the problem of I.T.F. regional activities addresses itself almost exclusively to the African, Asian and Latin American areas. All three of those areas are politically and economically important. Each area involves many thousands of workers engaged in some form of transport, and sound arguments may be advanced in behalf of the paramount importance of any one single area.

Population density and pressures are greatest within the Asian area. A recent I.L.O. report notes that 8,500,000 workers are being added annually to the work force in this area. And although food production is being maintained at a rate exceeding population growth, the reserve margin is a very narrow one. There has been a tremendous expansion of industrial facilities in Asia during the past decade. The whole area is beset with a constant state of political instability, and it is undoubtedly true that the impact of Communism upon the workers throughout Asia has been greater than in any other area in the world. All of this indicates why the Executive Committee, at its June 1957 meeting, expressed the view that regional activities in Asia should be increased "within the limit of available funds".

The question of establishing an I.T.F. regional office for Africa was discussed at the meetings of the Executive Committee in June and

December 1957. On both occasions a final decision was deferred. However, at the March 1958 meeting in Athens, it was decided that such a regional office should be established, to be located in Lagos, Nigeria. Negotiations for suitable facilities are now being concluded. A qualified staff will be recruited with all possible speed in order that this new regional office may be activated at the earliest possible date. Other I.T.S.s and the I.C.F.T.U. are committed to also maintain regional offices in these same facilities. Therefore all participating organizations will have the maximum opportunity to participate in joint efforts when such programmes can be most effective, and, at the same time, assure against duplication of efforts.

The present emphasis on regional activities in Asia and Africa, however, has not diminished our efforts in the Latin American area, as the report for that regional office discloses.

In Chapter III of the Report on Activities (Relations with Affiliated Unions), reference is made to the Joint I.T.F./I.C.F.T.U. Mission to Japan, in November, 1957. It should be said here that that Joint Mission had a very substantial impact—both on the trade union movement and the Japanese Government. The report of the Joint Mission was given wide publicity and was favourably received in all sectors. It has served to stimulate an active campaign among trade union centres to induce the Japanese Government to ratify the I.L.O. Convention regarding freedom of association (Convention No. 87), and for guaranteeing the basic right to strike for all workers in the public sector.

Another important Joint Mission was more recently despatched to India. Composed of representatives of I.T.F., I.M.F., and I.C.F.T.U., that Joint Mission was in India from 27 March until 5 April 1958. Its primary objective was that of ascertaining the present status and condition of the trade union movement in India, and to extend its good offices with a view to developing and promoting more cooperative efforts between the two democratic and I.C.F.T.U.-affiliated trade union centres—I.N.T.U.C. and H.M.S. The extensive discussions which were had were most useful, and it is believed that they will provide a sound basis for the desired cooperative efforts in the near future.

I.T.F. discussions were also engaged in with the two Indian railway federations. The particular emphasis of those discussions was concerned with the possibility of implementing the most recent agreements between the two federations for amalgamating all Indian railwaymen into one federation. Although there are few basic trade union differences between the two federations there are some rather acute political differences. Those differences are such that a successful amalgamation is not likely to be accomplished within the foreseeable future. It is believed, however, that the discussions were useful from the point of view of possible future I.T.F. assistance in achieving the objective of uniting all of the more than one million Indian railwaymen into a single collective federation. Such an accomplishment would be a great landmark in Indian trade union history.

Notwithstanding the fact that substantial progress has been made in implementing our regional activities programme during the past two

years, we have barely scratched the surface of all the work which urgently needs to be done. The possibilities for extended and effective programmes are almost unlimited. Indeed, it is correct to state that opportunities for assisting our less fortunate trade union brethren have never been so great. Nor has the need for such programmes ever before been so acute.

To what extent we shall be able to maintain and extend the present level of activity in our regional programme depends in great measure, of course, upon the availability of resources in the Edo Fimmen Trade Union Fund. The response to our special appeal for this fund has been generous. But the need is great. With the opening of our new regional office in Africa, the nominal balance available in this fund, in addition to many requests from other areas, will soon be fully committed. The importance of all I.T.F. affiliates meeting their annual contributions to this most important fund cannot be over-emphasized.

## **LATIN AMERICAN REGIONAL OFFICE**

### **I. THE OFFICE AND ITS WORK**

#### **A. Acquisition of new premises**

The Latin American office is now installed in new premises which are considerably more advantageous from all points of view.

#### **B. Publications—"Transporte"**

As in the past, we have continued to print and distribute 1,000 copies. The usefulness and popularity of "Transporte" have improved considerably as is indicated by the numerous testimonials received from Latin American unions.

##### **Pamphlets**

During 1957 only two pamphlets were printed and distributed by the Office: one on behalf of our Panamanian maritime affiliate and another one on the work of the last I.L.O. Inland Transport Committee meeting.

#### **C. Circulars**

During 1957 the Office dispatched some 50 circulars dealing with both general and sectional matters together with a complete documentation series on seafarers' wages and working conditions in stencilled form.

#### **D. Representations and Missions**

Apart from the trip to Central America and Colombia, the only journeys undertaken by the Director in the Latin American area were within Mexico itself. These were as follows: one to Monterrey to attend the General Council meeting of the Mexican Confederation of Labour; to Culiacan on the occasion of the SINALOA State Section of the I.T.F. affiliated Road Transport Workers' Union; and to Veracruz to prepare the affiliation of our new union in that port.

In Mexico City itself, the Director attended a meeting of the O.R.I.T. Secretariat, several meetings of the I.T.F. Organizing Committee and had meetings with a number of Latin American transport workers' representatives visiting Mexico on study trips.

### E. **Staff of the Office**

During the year under review, the Office continued to be understaffed—a situation which resulted in a great deal of inconvenience as the result of illness, the need to travel, vacations, and the ever-increasing amount of work to be done in the Office. For that reason an office boy was added to the staff in January 1958. More recently the Director has been trying to find a suitable bi-lingual male assistant, preferably someone belonging to one of our Mexican affiliates. However, this has proved to be more difficult than was at first thought and it may perhaps be necessary to approach our other Latin American affiliates to find such a staff member.

## **II. NEW AFFILIATIONS, MEMBERSHIP**

### A. **New Affiliations**

The following organizations were admitted to membership during 1956 and 1957:

March 1956	National Road Transport Workers of Mexico. National Stevedores Union of Mexico. National Maritime and Inland Transport Workers of Mexico.
July 1956	National Railway's Federation, Brazil. National Tramwaymen's Federation, Brazil. National Road Transport Workers' Federation, Brazil. Maritime Workers' Federation of Panama. Maritime Workers' League of Paraguay.
January 1957	Maritime and Inland Transport Workers' Union of Colombia.
November 1957	Merchant Seamen's Union of Colombia. Amalgamated Seamen's Union of Uruguay. United Transport Workers' Federation of Nicaragua. Seamen and Allied Trades' Union of the Gulf of Mexico.
March 1958	National Union of Railwaymen of Costa Rica.

### B. **Affiliations Pending.**

The following unions are expected to affiliate as soon as a decision is taken by their respective general conferences:

- El Salvador Railwaymen's Union.
- Pan American Workers' Union of El Salvador.
- Road Transport Workers' Union of El Salvador.
- Railwaymen's Union of Guatemala.
- Pan American Workers' Union of Guatemala.
- Union of Argentine Railwaymen (our former affiliate "Union Ferroviaria").

### C. **Increasing Membership**

Taking the figures given in the report of activities submitted to the Vienna Congress as a basis, it can be seen that membership in Latin America has increased considerably (433,873 in 1957 as against 172,700 in December 1955).

If we take into account the affiliations pending which have already been mentioned together with possible affiliations in Colombia, Peru and Venezuela, a very conservative estimate would indicate that within the next two years our Latin American membership might well increase by not less than 250,000 (the Argentine Railwaymen's Union alone has 200,000).

### III. RELATIONS WITH AFFILIATED UNIONS

**Argentine.** Our relations with the Argentine Locomotivemen's Union have improved considerably during the last year and a half. The new executive is prepared to undertake a small scale publicity campaign in order to obtain new affiliations with the I.T.F. So far as the Tramwaymen's Union is concerned, better relations with this organization may be anticipated. A new interventor, who is himself a tramwayman, has now been appointed and both he and his Advisory Committee have shown themselves prepared to establish closer relations with the I.T.F.

**Brazil.** Our relations with the Brazilian affiliates continue to be normal although some difficulties have been met in making direct contacts with individual federations.

**Chile.** The Public Service Transport Workers' Union is at present facing a number of internal difficulties. These began when Bro. Recabarren was deprived of his post as President of the Union while on a study trip to the United States. As far as the railwaymen and road transport organizations are concerned, the Office has for some time past been in contact with officials who seem to have a good understanding of international activities and relations.

**Colombia.** Relations with the "Avianca" Workers' Union (civil aviation) are normal. Our contacts with the two seafarers' unions are very good indeed and particularly with the one based in Buenaventura.

**Cuba.** During the past 18 months, the Office has been kept fully and regularly informed about the activities of all four federations.

**Mexico.** Since the Regional Office is established in Mexico City, there is naturally ample opportunity for personal contact with our Mexican affiliates and we are well informed concerning their activities.

**Nicaragua.** Our relations with the United Transport Workers' Union are on the whole very good. However, the Union recently complained about the I.C.F.T.U.'s resolution on the Honduras-Nicaraguan territorial dispute, and, knowing that we are closely collaborating with the I.C.F.T.U., it seems they have wrongly identified us with their attitude. However, nothing has appeared in our publications which could have led them to believe that this is the case.

**Paraguay.** The League of Maritime Workers is an extremely good correspondent and keeps us closely acquainted with its day-to-day problems.

### IV. RELATIONS WITH UNAFFILIATED UNIONS

**Argentine.** As a result of the attention which the Office paid to requests for information from the S.O.M.U. (United Seamen's Union)

and the publicity given in "Transporte" to the problems now facing the union, it is actively considering affiliation with the I.T.F. An invitation for the I.T.F. to be represented at its next Congress has been received. Through the good offices of the Locomotivemen's Union, we have also been able to establish contacts with the Argentine Airline Staff Association which might eventually lead to affiliation.

**Bolivia.** For the last year and a half, our contact with Bolivian unions remained more or less static. On the whole the trade union movement of Bolivia has not yet found its way out of a rather confused internal situation. Despite this, however, attempts are constantly being made by the Latin American Office to strengthen our relations. During his recent stay in Mexico, for instance, Bro. Coutts reported that the railwaymen's union was eager to enter into contact with us.

**Brazil.** No change has taken place with our relations with non-affiliated unions since the last report sent in by the Director of the Latin American Office. On the other hand, the remarks made on that occasion still stand, namely, that there is a good possibility of securing new affiliations in the dockers, seafarers and civil aviation sectors.

**Colombia.** The efforts aimed at securing fresh affiliations in this country and particularly that of the newly-created National Transport Workers' Federation are continuing. The delay in securing them, however, may well be due to the fact that the unions concerned are awaiting the outcome of the suggestions for a merger of the two national centres, U.T.C. and C.T.C.

**Costa Rica.** It seems extremely likely that other transport workers' unions affiliated with the Costa Rican National Centre (C.C.T.) will eventually join the I.T.F. We are closely watching the situation and the Office will follow up any opportunity which offers itself.

**Ecuador.** The Railwaymen's Union has now been formally constituted but there are still strong Anarist and Communist elements operating within it. The democratic group supported by us has, however, gained seats on the new Executive and they now report that they are making good progress toward the total democratization of the union. At their request, we recently sent them a further number of copies of an I.T.F. publicity booklet and of "Transporte", which have been distributed by them among the democratic railwaymen. The aim of our contacts there is to have the union affiliate with the I.T.F. as soon as it is completely freed from totalitarian influences, though this may, of course, take some time.

**El Salvador.** The Railwaymen's Union has not yet held its general meeting at which affiliation with the I.T.F. is to be discussed. Our relations with the union are excellent and there is no reason to believe that they do not seriously intend to affiliate.

**Guatemala.** On a number of occasions, the Railwaymen's Union has expressed its appreciation of the moral support given to the union by the I.T.F. and has reaffirmed its intention of affiliating. We are doing everything to ensure that this materializes.

**Honduras.** Our relations with the Tela Railroad Company Union are good, although it has not yet decided on affiliation. We will, of course, take advantage of any future opportunity to bring this about. A similar situation applies to other transport federations in the country.

**Mexico.** In recent months, we have tried to approach transport workers' unions which are independent of the Mexican Confederation of Labour, but at present we do not see any possibility of securing their affiliation. Here again this is a process which may take some time.

**Panama.** At the present time we are working through our maritime affiliate to secure the affiliation of the Road Transport Workers' Union.

**Paraguay.** Nothing further has been heard from the Railwaymen's Union, which stated some time ago that it would be considering affiliation. Personal contacts might well prove decisive here. The same applies to the road transport workers' unions.

**Peru.** The reorganization of the Peruvian Motor Drivers' Federation, which involved the dismissal of extremist elements responsible for the abortive illegal strike in April last, is now completed. Representatives of eleven unions from the principal towns and districts, representing a total of 40,000 drivers, attended the Federation's Constitutive Congress at the beginning of June and delegates sent a message of greetings and good-will to all unions affiliated with the I.T.F.

**Uruguay.** Developments which appear to be favourable to us have recently taken place within the road transport and dockers' unions. An on-the-spot visit might be of great value.

**Venezuela.** It is still a little too early to expect a tangible result from the activities of the democratic elements in this country, although, as has been pointed out in previous reports, our prospects would seem to be very good. I.T.F. publicity material has been sent to our contacts.

## V. SOLIDARITY

Generally speaking, to the extent that the Latin American Office has been kept informed of the problems and difficulties of the Region, we have given them moral support in the form of extensive publicity and communications to governments. The following is only a brief summary of what has been done:

**Panama.** Several articles devoted to our friends' problems, namely, the inspection of ships passing through the Panama Canal, the establishment of the union's training school, etc., have been published in "Transporte." The joint publicity campaign undertaken by the Office and our affiliate was mainly responsible for the signing of an agreement on ship inspection between the governments of Panama and the United States. However, it has since become clear that this agreement was only meant to keep the seafarers quiet. The situation is exactly the same as before it was concluded and no attempt has been made to deal with the unemployment problem. Since the agreement is due to expire this year, it would seem advisable to attempt to modify it so that it is more favourable to our affiliate.

**Ecuador.** There can be no doubt that the publicity given to the matter as well as representations made to the President of the Republic were decisive in securing approval of the constitution of the newly-created Railwaymen's Union.

**Uruguay.** The international assistance given during the seafarers' strike in Uruguay has already been dealt with on pages 55 and 56 of the Report on Activities, so there is no need to go into details here. Sufficient to say that our solidarity on this occasion resulted in a new affiliation—the Union Centros de Marineros.

**Colombia.** Both the Inland and Navigational Workers' Union of Barranquilla and the Buenaventura Merchant Seamen's Union approached us with requests for solidarity. Two communications were sent by the Office to the Minister of Labour, who replied that he would do everything possible to settle the dispute. Further approaches were also made to the Minister and to the Military Junta by Bro. Sierra. Bro. Sierra was also asked by us to press for the nomination of seafarers' representatives to the special committee drafting a new Transport Code.

**Guatemala.** The refusal of the I.R.C.A. (a private railway company) to negotiate with the Railwaymen's Union has been the subject of several articles in "Transporte" for which the union has expressed its appreciation.

**Argentine.** The S.O.M.U. (Maritime Workers' Union) has also expressed strong appreciation of our continuing interest in its problems, particularly those connected with hiring methods.

#### **Financial Aid**

During the period under review, financial aid was given to the following organizations: Ecuador Railwaymen's Union, Panamanian Seafarers' Union and Peruvian Transport Workers.

### **VI. EDUCATIONAL ACTIVITIES**

The I.T.F. Latin American Office participated in the joint O.R.I.T.-I.T.S. Seminar held in Costa Rica from 12-17 August 1957. As a result of the interest shown by the unions in Central America and Colombia, to which area participation had been restricted for financial reasons, the Seminar proved to be a very successful one.

Out of a total of 20 students, 10 came from transport workers' unions. These were the Nicaraguan United Transport Workers' Union, the El Salvador Aviation and Road Transport Workers' Union, together with four representatives from Panama and one from Colombia.

### **VII. RELATIONS WITH O.R.I.T. AND OTHER I.T.S.s**

During 1957 our relations with O.R.I.T. were normal, although they suffered to some extent from O.R.I.T.'s internal and administrative difficulties. The activities of the I.T.S. Organizing Committee were rather limited in scope apart from the Costa Rican Seminar.



## ASIAN REGIONAL OFFICE

### 1. Staff

The present staff of the Asian Office consists of the Director and Assistant, a translator/interpreter and one clerk/typist. However, because of certain difficulties inherent in operating English language offices in Japan, it has not always been possible to maintain the staff at full strength or to find personnel adaptable to I.T.F. requirements.

### 2. Activities

Throughout the period the closest collaboration has been maintained with our present Japanese affiliates, with the All-Japanese Council of Traffic and Transport Workers' Unions (Zenkoun), with the I.C.F.T.U. Tokyo Office, and through Zenkoun, with non-affiliated unions. Outside Japan itself, however, such collaboration is less marked with the exception of the better-known affiliates and other friendly unions in India, Pakistan, Malaya and Indonesia. Owing to the political tension between the Republic of Korea and Japan, contacts with affiliates there are becoming difficult. In the absence of personal contacts with either individuals or potential affiliates, no contact, apart from occasional exchange of correspondence, has been possible with Burma and the remaining countries of the Region. The services which the Office has been able to render Zenkoun's affiliates have resulted in much closer relations with two major organizations, the Express Workers' Union and the Private Railway Workers' Union, and with the somewhat smaller Locomotivemen's Union. Our relations with these organizations have been further improved by the visit and subsequent report of the I.T.F.-I.C.F.T.U. Mission and it is confidently expected that this will lead to the affiliation of at least one of them in the very near future.

### 3. Dissemination of Information

It has not been found possible to maintain a regular publications service in English. However, a Japanese language journal is issued regularly and articles from it are widely reproduced in Japanese union journals. The position with English language publications is a matter of personal regret to the Director. Four issues of an English Press Report were sent out but as the material was considered by Head Office as over-stressing the Japanese union affairs, it was discontinued. A broader-based issue was contemplated and letters were addressed to both affiliated and non-affiliated unions in Asia requesting that important news from their area should be passed on to us. Owing to the extremely poor response, however, the idea had to be dropped in favour of letters and/or newsletters to Head Office and interested unions. This practice has been continued.

As already pointed out, the Director deeply regrets this virtual failure of an extremely important aspect of our work. Since the importance of the Region remains as great as ever, as also the need to provide information on the I.T.F. and the free trade union movement generally, the Director requests that the General Secretary and the governing bodies of the I.T.F. should consider how best to overcome any failings in this regard. It should be noted, however, that by and large the I.T.F. remains the best known I.T.S. in the Asian Region. Nevertheless, there

is a great need to adopt measures which would further enhance the reputation it now enjoys.

#### 4. **Contacts and New Affiliates**

We have already referred to our contacts and coordinating activities in Japan itself. Mention has also been made of the official and personal services rendered to Zenkoun and its affiliates, which have led to closer relations between certain non-affiliated unions and the I.T.F. Some of these unions are now actively considering I.T.F. membership, but this will depend largely on the attitude which Sohyo (the left-wing Japanese national centre) adopts *vis-à-vis* the free trade union movement following the general elections.

Taking the Region as a whole, we have now secured affiliations in Korea and Indonesia, two countries not previously represented in the I.T.F. Very close personal contacts are maintained with unions in Singapore and Malaya and there is a good possibility of new affiliations there. However, as a result of political and factional differences, there is considerable uncertainty within the trade union movement of Singapore. It is anticipated, however, that the situation will become clearer once talks on the settlement of the Colony's political future have been concluded.

#### 5. **Representations and Missions**

During the period under review, the Director has been called upon to undertake specific missions in Indonesia and Singapore. These were carried out under the joint auspices of the I.T.F. and the I.C.F.T.U. The most important concerned advice and assistance to be rendered to seamen's unions in Singapore in connection with proposals to set up maritime employment offices. The second involved the possible affiliation of a national centre in Indonesia, the "Serikat Buruh Islam Indonesia" (the Moslem trade union centre). This mission was undertaken by the Director, assisted by Bro. P. P. Narayanan of the Malayan National Union of Plantation Workers, and resulted in the centre's application for affiliation with the I.C.F.T.U. being accepted. During his stay in Indonesia, the Director renewed old contacts, addressed the annual conference of two unions and gave three lectures on international trade unionism. A further mission to Indonesia had to be cancelled owing to the steadily deteriorating political situation during the early months of this year.

While in Singapore on the seamen's union assignment, the Director helped both the Singapore and Malayan trade union centres in drafting a memorandum to special Commissions appointed to study port administration and port facilities. The advice and assistance of the Director in organizing a union of waterfront workers was requested but pressure of work made this impossible.

The Director feels that there is a need to have a special I.T.F. representative for the area covered by Singapore, Malaya and Indonesia and possibly also Burma and Thailand.

If considered feasible, the representative should also be able to act on behalf of the I.C.F.T.U. and any other Trade Secretariat having interests in the area.

# AGENDA

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1. OPENING AND WELCOMING ADDRESSES.
2. PRESIDENTIAL ADDRESS.
3. (a) Election of Credentials Committee.  
(b) Election of Resolutions Committee.
4. STANDING ORDERS.
5. REPORT ON ACTIVITIES FOR THE YEARS 1956 AND 1957.
6. FINANCIAL REPORT FOR THE YEARS 1956 AND 1957.
7. AMENDMENTS TO THE CONSTITUTION OF THE I.T.F.
8. AFFILIATION FEES.
9. REGIONAL ACTIVITIES.
10. COORDINATION AND INTEGRATION OF EUROPEAN TRANSPORT.
11. RESOLUTIONS AND PROPOSALS SUBMITTED.
12. ELECTIONS :
  - (a) General Council.
  - (b) Executive Committee.
  - (c) Management Committee.
  - (d) Committee of Auditors.
  - (e) General Secretary.
13. HEADQUARTERS.
14. DATE AND PLACE OF NEXT CONGRESS.