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ITF
INTERNATIONAL
TRANSPORT WORKERS' FEDERATION

75th ANNIVERSARY
AND
30th CONGRESS

VIENNA
28th JULY to 6th AUGUST 1971

REPORT ON ACTIVITIES

FOR THE YEARS
1968, 1969 and 1970



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INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)
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held from 28 July to 6 August, 1971, in Vienna

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30th Congress
International Transport Workers' Federation
Summarized Record of Proceedings in
Plenary Session

Wednesday 28th JULY 1971

Morning Session

Before the proceedings were opened performances of Schneider's 'Fanfare' Opus 37 and Mozart's 'March' K.408 were given by the Salzburg Railwaymen's Orchestra.

The President, Bro. Hans Düby welcomed Congress delegates to Vienna on the occasion of the ITF's 75th anniversary. He then extended a cordial welcome to the following Official Guests and Guests of Honour: Erwin Frühbauer, Austrian Minister of Communications; Bruno Kreisky, Austrian Federal Chancellor; Gertrude Fröhlich-Sandner (representing the mayor, Felix Slavik); Anton Benya, President of the Austrian Trade Union Federation; W. Hrdlitschka (IFCG); P. de Jonge and H. Maier of the ICFTU; K. Matal of the ICFTU office in Vienna; H. Dunning, ILO; B. Bendiner, IMF; C. W. Franken, PSI; W. Leitgeb, IFFTU; G. Monk, IFATCA; E. Halevi, Histadrut; C. H. Fitzgibbon of the Waterside Workers' Federation of Australia; C. Jefferson, AIFLD; M. Vanistendael, EEC; T. Jackson, PTTI; K. Wedel, FES. He warmly welcomed three former General Secretaries of the ITF, Omer Becu, P. de Vries and Hans Imhof. He then welcomed Prof. F. Klenner, Director General of the Cooperative Bank, (BAWAG); J. Zak and F. Senghofer, Financial Secretary and Education Secretary respectively of the Austrian Trade Union Federation (ÖGB); Hofrat Dr. Ernst Markoff and Hofrat Doktor Oskar Plätz, Directors of the Austrian Federal Railways; Dr. Anton Heschgl and Dr. Hubert Papousek, Directors of the Austrian national airline AUA; Dr. Peter Haeseler and Dr. Walter Polaschek, representatives of the Austrian Danube Steamship Company. He bid a warm welcome to veteran officials Karl Weigl of the Austrian Transport Workers' Union and Richard Freund of the Austrian Railwaymen's Union; to union officials L. Brosch of the Austrian Transport Workers' Union and R. Spitzeder and K. Dlouhy of the Austrian Railwaymen's Union; and former members of ITF Staff: Miss Asser, A. Klatil and R. Santley. He concluded by welcoming representatives of the Austrian radio and television networks. He also extended fraternal greetings to Congress on behalf of Robert Bratschi, who was unable to attend for health reasons.

Fritz Prechtl, President of the Austrian Railwaymen's Union, said that it was an honour for the Austrian Railwaymen's Union and the Transport Workers' Union to host the 30th Congress of the ITF, which was also its 75th Anniversary Congress and the fourth ITF Congress to be held in Vienna. He referred to the earlier Vienna Congresses of 1908, 1922 and 1956 and added that it would not have been possible to hold this present Congress in an atmosphere of peace and good will had it

not been for the many thousands of his fellow-countrymen, who had given their lives in order that the democratic way of life might be preserved.

Anton Benya, President of the Austrian Trade Union Federation, extended fraternal greetings from the 1,500,000 members of the Austrian Trade Union Federation. He expressed his pleasure that the ITF had decided to hold its Congress in the Austrian federal capital. He said that the size of the delegation would make this Congress into a true world parliament of all who belonged to the transport workers' movement. The Austrian trade union movement shared the ideals and objectives of the ITF; it had always worked for peace and concerned itself with the living standards of workers. He felt sure that this same spirit would imbue the 30th ITF Congress and wished the delegates every success in their deliberations.

Gertrude Fröhlich-Sandner (representing the mayor, Felix Slavik) extended cordial greetings from the citizens of Vienna. She congratulated the ITF on the occasion of its 75th anniversary and wished it many more successful years. She also congratulated the ITF on the efforts which it was making on behalf of transport workers in a world of change and added that in the modern world its most important task must be to help its members, especially those in the developing countries, to help themselves.

Erwin Frühbauer, Austrian Federal Minister of Communications, welcomed delegates in the name of the federal government and as a former official of the Austrian Railwaymen's Union and a delegate to the 29th ITF Congress, he extended fraternal greetings to all present. He said that the decision of the ITF to hold its fourth Vienna Congress was an honour for Austria and its federal capital. He and his fellow-countrymen were proud that the ITF had come to Vienna to discuss a series of questions related to transport policy in the 1970s. He added that the ITF could claim with justice to be a pioneer in this field, having anticipated by decades the need for integrated transport policies of the kind which modern industrialized countries were only just beginning to implement. He wished Congress every success in its deliberations and a pleasant stay in Vienna.

PRESIDENTIAL ADDRESS

Hans Düby, President of the ITF, welcomed all those present. He thanked the Austrian host unions for inviting Congress to their magnificent capital city on the occasion of the 75th Anniversary of the Federation and recalled that the present Congress was the fourth ITF Congress to be held in Vienna.

The ITF President added that prominent members of the two host organizations—the Austrian Railwaymen's Union and the Austrian Transport Workers' Union—past and present, had been pillars of the General Council, the Executive Board and other ITF bodies.

The 30th ITF Congress was well attended, there being, in addition to the many guests of the ITF, delegates and advisers from 322 organizations representing a total of over 4.5 million members in 81 countries. The President asked Congress to stand in tribute to the memory of those who had died during the past three years.

The President then spoke of the foundation of the ITF in 1896. He said that the impulse which had led to this historic event had been the need for greater international solidarity among transport workers in the era of rapid industrial growth towards the end of the 19th century.

He added that this spirit of worker solidarity had been demonstrated on many occasions in the past, notably in the great seamen's and transport workers' strike of 1911, which had been particularly successful in Great Britain. As more recent examples of effective solidarity action, he mentioned the world-wide boycott of flag-of-convenience vessels in 1958 and, in the period under review, the support given by ITF-affiliated unions to the US International Association of Machinists and Aerospace Workers in their fight against National Airlines.

The President then turned to ITF participation in the work of international bodies and especially in that of the industrial committees of the International Labour Organization. The ITF was also regularly represented at meetings of the Inter-governmental Maritime Consultative Organization, which dealt with problems of a highly technical nature affecting shipping and navigation. The Federation had frequently brought its influence to bear on the work of the International Civil Aviation Organization. For example, the ITF, by putting forward certain suggestions and recommendations at an international conference held under ICAO auspices in December 1970, had considerably influenced the formulation of a new international Convention for the suppression of air piracy. He added that the grave problem of air piracy and sabotage of aircraft and airport installations had occupied the ITF for the whole of the period under review. Aircraft hijacking had been the subject of an emergency resolution submitted to the 29th ITF Congress in Wiesbaden and then, as now, the ITF was vitally concerned with ensuring the safety of both civil aviation employees and airline passengers.

President Düby then spoke of recent developments in the transport industry, particularly the growing use of containers and the associated tendency for shipowners to form international consortia, developments which were creating considerable difficulties for workers in the port and shipping industries. These were problems which the ITF would not be able to solve immediately and to which it would have to return in the future.

He then spoke of the expansion of ITF regional activities and the pressing need for improved training of union leaders now that trade unionism in the developing countries had become firmly established. He thanked affiliated unions and other interested organizations, which had assisted in the planning and organization of regional seminars and training courses and pointed out that the links between unions in the developing world and those in the highly-industrialized nations had been strengthened during the period under review by the first full Section Conference—that of the railwaymen—to be held in Latin America.

President Düby concluded his address by expressing his satisfaction at the success of the ITF's efforts at national and international level since the 29th Congress. He thanked everyone for their hard work and expressed the wish that the 75th Anniversary Congress would be recognized as a further milestone in the history of the ITF.

Wednesday, 28th July, 1971

Afternoon Session

ELECTION OF TELLERS AND BALLOT SCRUTINEERS

(Congress document XXX C-4)

The following were *nominated* and *elected* as *Tellers* and *Ballot Scrutineers*:

J. Hill (United States)
E. Okei Achamba (Nigeria)
G. Mengelle (Mexico)
R. Metais (France)
K. Silvestri (Austria)

STANDING ORDERS

(Congress document XXX C-5)

The **Standing Orders** as set out in Doc. XXX C-5 were **adopted**.

ELECTION OF CREDENTIALS COMMITTEE AND

RESOLUTIONS COMMITTEE

(Congress document XXX C-6)

The following were *nominated* and *elected* to serve on the *Credentials Committee*:

Africa :	V. M. I. Jack (Nigeria)
Asia :	C. de Silva (Singapore)
Latin America and the Caribbean :	E. Casanova (Bolivia)
North America :	E. Shepard (USA)
	W. C. Y. McGregor (Canada)
Europe :	N-B Andersson (Sweden)
	A. P. Coldrick (Great Britain)
	E. Steinbach (Austria)

The following were *nominated* and *elected* to serve on the *Resolutions Committee*:

Africa :	I. Lejri (Tunisia)
Asia :	S. R. Kulkarni (India)
Latin America and the Caribbean :	E. Venturini (Argentina)
North America :	W. Winpisinger (USA)
	D. Secord (Canada)
Europe :	G. Klang (Sweden)
	Y. Yagol (Israel)
	K. Mols-Sørensen (Denmark)
	A. Kitson (Great Britain)
	A. de Bruin (Netherlands)
	V. Agostinone (Italy)

P. Møller Hansen (Denmark) and L. Joye (Switzerland) were also nominated, but agreed that their names should be withdrawn.

REPORT ON ACTIVITIES

The General Secretary introduced the Report on Activities for 1968, 1969 and 1970. He referred to the strict economies which it had been necessary to make during the period under review, but stressed that these economies had not prevented the ITF from carrying out a meaningful programme of work, both in the Sections and in the Regions.

Yagol (Transport Workers' Division of Histadrut, Israel) reaffirmed his belief in the guiding principles of the ITF as established by its founders 75 years ago. He congratulated the ITF on the contribution which it had made to the building up of the trade union movement in the developing areas of Africa, Asia and Latin America. However, there was a huge gap between ITF unions in the developed world and those in the emerging countries, which still had to be bridged. He believed that this could be achieved if the ITF were to join forces with bodies such as the Friedrich-Ebert Foundation and Histadrut's Afro-Asian Institute, both of which had done much good work in these areas.

With reference to hijacking, he emphasized the seriousness of a problem, which had greatly occupied the ITF during the past three years. He urged Congress to do everything within its power to prevent one of the curses of the modern world from spreading.

Dekeyzer (Belgian Transport Workers' Union), in his last speech to an ITF Congress, recalled his long association with the Federation. He congratulated ITF General Secretary Charles Blyth and ITF Assistant General Secretary Harold Lewis on the excellent work, which they had accomplished in the sphere of ITF Regional and Sectional Activities. He thanked the ITF for arranging for himself and Douglas Tennant of the British Merchant Navy and Airline Officers' Association to attend and lecture at Regional Seminars in Beirut, Costa Rica and Penang. He thought that Seminars of this kind would also greatly benefit unions in the English- and French-speaking areas of Africa.

Turning to ITF Sectional Activities, he paid tribute to the spirit of cooperation existing with the EEC, as witnessed by the agreement reached on the proposed revision of the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport. He outlined the future ILO programme for the fishing industry, which included a preparatory technical conference on fishermen's questions scheduled for 1975, and also referred to the Joint Advisory Council for the Community Fishing Industry, which had been created to deal with social problems in the industry and of which he was the first Chairman. As outgoing Chairman of the ITF Fishermen's Section, he hoped that the Section would continue to flourish.

Cassiers (Belgian Transport Workers' Union) conveyed fraternal greetings from his organization and congratulated the ITF on the occasion of its 75th Anniversary. He recalled the BTB's long and close association with the ITF, which went back to the union's beginnings in 1913. He reminded delegates that Antwerp had been an important centre of resistance against Hitler and that regular meetings of the clandestine

group of German seafarers and dockers had been held at union headquarters. He paid tribute to those who had lost their lives in the struggle against fascism and especially, Hermann Jochade, a former ITF President. Cassiers said that the future programme of ITF action should be geared to extending to the developing countries the social progress and prosperity already enjoyed by unions in Europe. The ITF could count on the full support of the BTB in this regard. He reaffirmed his confidence in the ILO and urged all nations to put at its disposal such financial resources as would enable it to intensify its action. The ITF had been campaigning for some time for more regular meetings of the ILO Inland Transport Committee and he urged affiliated organizations to intercede with governments, which failed to subscribe to this view.

He also advocated that the existing international regulations covering the transport of dangerous goods for individual modes of transport should be coordinated and added that BTB delegates would be intervening on this question during Plenary Sessions.

Thursday, 29th July, 1971

Morning Session

REPORT ON ACTIVITIES (Cont.)

Walcott (Barbados Workers' Union) said that he hoped Congress would give the world's transport workers guidance and assistance on such important questions as the effects of the introduction of new methods of cargo handling. He also asked Congress to give serious consideration to the question of the separate representation of the Caribbean on the Executive Board. He felt that the presence of an English-speaking member, who reflected the aims and aspirations of Caribbean unions, was in the best interests of the ITF's growing membership in the area.

Post (Dutch Transport Workers' Union) congratulated the ITF on its full programme of activities in the three years since the Wiesbaden Congress. He pointed out that the ITF had been particularly active in his own field of civil aviation. ITF delegations to ICAO-sponsored international diplomatic conferences held in The Hague (1970) and Montreal (1971) had put forward valuable suggestions and recommendations, which had assisted towards the framing of strong and effective international conventions to curb the menaces of air piracy and sabotage. Post regretted that the ILO had not yet created the necessary machinery for the holding of regular tripartite meetings for the civil aviation industry. If this policy remained unchanged, ITF civil aviation affiliates would be forced to abandon any hope of achieving their aims through the ILO. It was for this reason that he urged the ITF and its civil aviation members to continue to exert pressure on the ILO for an early meeting.

Gupta (All Indian Railwaymen's Federation), referring to events in his own country, said that he wished to explain the reasons behind the 24-hour strike of railwaymen and other Indian public service employees on 19 September 1968. The strike had been called to draw attention to the fact that the Indian Government had contravened its own Industrial Relations Act in refusing arbitration of a grievance concerning rates of pay, working hours and leave allowances for railwaymen. Moreover, the government had removed the railwaymen's legal right to strike by passing an emergency ordinance outlawing strikes.

Kulkarni (Transport and Dock Workers' Union, India) conveyed fraternal greetings from Maniben Kara. He requested the ITF to take note of the special problems of workers in Asia and other developing countries when formulating policies (particularly with regard to containerization) for the docks industry. He then referred to the success of ITF international boycott action during the British national dock strike in 1970 and urged that similar support should be given in the event of strikes in the developing countries. Speaking of the need for rigorous implementation of ITF resolutions, he said that the resolution on Airline Security (1970) was an instance where firm action was called for. He

regretted that the ITF Asian Office did not pay more attention to ITF affiliates in India and asked the ITF to consider moving the Office to Bombay. He then pointed to an omission of the previous speaker: in his opinion, the central issue in the Indian railwaymen's strike concerned the right to strike of employees in the public sector and the ITF must defend this right. He concluded by asking the ITF to reconsider its future policies in Asia in the light of threats from the World Federation of Trade Unions to the trade union movement in the region.

Seibert (German Railwaymen's Union), speaking on the responsibilities of the ITF towards the developing nations, referred to the need for an expanded programme of regional activities. He said that this was not a matter of opening more Regional Offices or even of the location of such Offices, but one of assisting unions in Latin America, Africa and Asia, who were in the vanguard of the labour movement in their respective countries and as such in a position positively to influence the economic, social and political development of society, to form truly viable organizations. A great deal of work had already been done with the help of the US Brotherhood of Railway and Airline Clerks and the German Friedrich-Ebert Foundation, which together had organized a number of highly successful regional training seminars for trade union leaders. Seibert appealed to Congress for its full support for these objectives. In conclusion, he wished the North American railway unions every success in their current dispute.

Friday, 30th July, 1971

Morning Session

REPORT ON ACTIVITIES (*Cont.*)

Hernandez (Venezuelan Transport Workers' Federation) said that, although the ITF was an organization commanding the respect of the workers of the free world, there remained a continuing task of strengthening and expanding the work of the International, particularly in the Regions. He disagreed with Walcott's suggestion of a division between Latin America and the Caribbean and urged that the two regions should work together to solve their common economic, social and political problems. The Report on Activities, he said, demonstrated clearly that the ITF was continuing its struggle against the exploitation of the workers by opposing dictatorship and repression in all its forms. Hernandez added that he wished to put on record his support for the right of Bolivians to access to the sea; this was an issue to which all the peoples of Latin America should seek a just solution. He concluded by explaining to Congress the Venezuelan government's policy regarding the protection of its rich oil resources. The government had passed an act of reversion obliging private companies, whose concession rights ended in 1983 and who did not reach a new agreement with the government, to leave their extraction and processing equipment in Venezuela, thus safeguarding a vital sector of the country's economy.

The President announced that in accordance with paragraph 4 of Standing Orders all subsequent speakers would be subject to a ten-minute rule.

Randeri (Maritime Union of India) said that it was largely thanks to ITF action that there was now a measure of protection against hijacking. The ITF had also done much to improve international standards for seafarers through its participation in the work of the ILO and IMCO. He regretted that Asia was poorly represented on the Executive Board and asked that a way should be found of including an Indian dockers' or seafarers' representative on the Board without displacing the Japanese member. He was disappointed that the ITF had failed to condemn the suppression of civil liberties in East Bengal and Bangladesh. He also suggested that the ITF should take into account the average membership contribution paid by trade unions in individual countries when assessing the rate of ITF affiliation fees, as the present system penalized unions from the developing nations. In an allusion to the 'illegal' Indian railwaymen's strike, he affirmed that his union would never hesitate to take so-called 'illegal' strike action in defence of trade union principles.

Odake (Japanese Travel Bureau Workers' Union) appealed for the retention of the Allied Industries and Services Section inaugurated at the 1968 Wiesbaden Congress. He felt that the Section provided valuable practical help to minority groups, such as the travel bureau workers organized in his own union, who badly needed an international forum where they could make their needs felt.

Kihata (All Japan Seamen's Union) thanked the ITF and its affiliated unions for the solidarity shown to the AJSU during the two-week strike of Japanese coastal seamen commencing 28 April 1971. It was largely thanks to the international support received by the union that the coastal seamen had been able to reach a satisfactory settlement of their grievances. He asked the ITF to intervene at international level on two questions of vital importance to workers everywhere: occupational safety and marine pollution. He felt that shipowners who built large vessels were more concerned with the profits to be gained from automation than with the safety of the seafarers who manned them. Marine pollution was a major world problem and each country should make it its duty to ensure that its own coastal waters were kept clean.

Prechtl (Austrian Railwaymen's Union) interrupted discussion on the Report on Activities to announce that the ITF Gold Badge would be awarded to air stewardess Clorinda Ontaneda (Braniff Airways Employees' Union, Peru) on the closing day of Congress. He said that the award was being made in recognition of her outstanding bravery in remaining voluntarily aboard a hijacked aircraft of Braniff International Airways in July 1970.

Baiden (Maritime and Dock Workers' Union of TUC, Ghana) conveyed fraternal greetings from the trade union movement in Africa. He outlined the political, social and economic problems facing Africa today and thanked the ITF and in particular ITF Field Representative, Ben Udogwu, for the renewed interest shown in Africa during the period under review. He was pleased to report that the ITF was now held in high regard in Africa and suggested that the ITF should use this opportunity to increase its membership in the Region. However, this did not mean that the ITF could relax its efforts on behalf of existing members. There was an urgent need for more African regional conferences and an expanded programme of educational activities. He also felt that more should be done for Nigerian affiliates, who were still suffering from the effects of the civil war.

Opiyo (Railway African Union, Kenya) conveyed fraternal greetings from his union and congratulated the ITF on the work which it had done to protect airline passengers from the dangers of hijacking. He regretted that political events in Kenya had at one time forced his union temporarily to disaffiliate. However, the union was fortunate in that it had been able to maintain its links with the ITF during the period of disaffiliation through the visits to Kenya of ITF Assistant General Secretary Harold Lewis and ITF Regional Representative Ben Udogwu, the latter having organized a seminar for Kenyan trade unionists. Opiyo felt that the ITF could most help the Region by bringing together unions from different parts of Africa for an exchange of views, thus enabling them to tell the ITF of their needs and to find ways of helping each other.

Lejri (Tunisian National Federation of Transport Workers) extended fraternal greetings from transport workers in Tunisia. He said that, in the light of the Report on Activities, he had three suggestions to make:

(a) that ITF Regional activities in Africa should be expanded; (b) that the ITF should take a strong line with governments and military regimes which limited trade union freedom; and (c) that French-speaking Africans should have their own Regional representative, thus enabling them to be drawn fully into the compass of activities in the Region.

Møller Hansen (Danish Seamen's Union) said that the ITF was not just a Secretariat with a number of Regional Offices but a group of active member organizations, whose job it was to fight unfavourable conditions wherever they existed and to join together to secure their objectives. In the third world, workers were being grossly exploited by their employers and even in the developed countries there were many issues which could not be solved round the negotiating table. The only way out of this impasse was for unions to use their influence with governments to obtain the universal right to strike and then to use this weapon where necessary against the employer. It was only by fighting capitalism that the unions could achieve their goals.

Kotwal (Transport and Dock Workers' Union, India) said that the ITF should demonstrate its total opposition to the apartheid policies of South Africa by urging affiliates to boycott all South African-flag vessels. He went on to say that the ITF could not accept without question the decline in its membership resulting from the technological revolution taking place in the transport industry. The reduction in the labour force of the railway and port industries posed a serious problem in developing countries such as India where displaced workers were adding to the already high numbers of unemployed. The ITF must devise a policy, which took all these factors into account. In conclusion, Kotwal said that the ITF should ensure that workers received a fair share of the profits arising from economic development.

Venturini (Naval Electricians' Association, Argentina) referred to the ITF's participation in the ILO Preparatory Technical Maritime Conference (1969) and the Maritime Session (1970), where joint action by the maritime unions had succeeded in obtaining Conventions and Recommendations on matters of vital interest to seafarers. He said that he was particularly gratified that for the first time workers' representatives from Latin America had been able to attend these meetings. He paid special tribute to the part played by Douglas Tennant in securing success for the workers' side. Turning to ITF Regional activities, he said that the ITF's Latin American affiliates were suffering from an 'information gap'; in particular, the Latin American members on the Executive Board had failed to report back to affiliates. Nevertheless, the programme of activities in Latin America and the Caribbean over the past three years had been of positive value to ITF affiliates in the Region. He concluded by stating that the ITF, as an international organization, had a vital role to play in promoting social, economic and cultural progress in the developing countries.

Tolosa (United Port Workers' Union, Argentina) considered that one of the ITF's major tasks should be to insist that governments, whatever their political complexion, honour their international obligations by

implementing ILO Conventions. The ITF should urge the ILO to ensure that governments enacted the necessary enabling legislation. Likewise, governments must be obliged to remove all barriers to international trade union collaboration and solidarity. One or two effective boycotts could make governments much more careful how they behaved. Tolosa said that he was not worried by the restrictions placed on his personal and political liberty, as he could not be prevented from saying what he thought.

Mendoza (National Transport Workers' Federation, Dominican Republic) said that a number of speakers, notably Opiyo and Baiden, had highlighted the need for increased ITF activity in the developing countries. There had been increased Regional activity in Latin America during the period under review, but an equal or greater effort was needed in the future and he hoped that Congress would agree to a larger appropriation for the ITF Regional Office in Lima. Mendoza added that he agreed with Walcott's suggestion of the previous day that the Region was entitled to increased representation on the Executive Board. However, he felt that the additional member should represent the interests of the Region as a whole, not only those of the English-speaking unions in the Caribbean zone.

Caruana (General Workers' Union, Malta) spoke of the special difficulties of Maltese transport workers. He said that, although his union had negotiated substantial increases for public transport employees over the past three years, these workers were still the lowest-paid Maltese wage earners, despite working long hours. However, he felt that with the return of the Labour Party to power their position and that of other Maltese transport workers was likely to improve. He said that his union fully supported the Labour Party in its efforts to ensure the viability of the Maltese ports industry, but insisted that due consideration should be given to the effects of modernization on employees in the industry.

Reyes (Mexican Cabin Attendants' Association) congratulated the ITF on the increase in its activities and membership in the Region. The ITF's Mexican civil aviation affiliates recognized the need for a further expansion of trade unionism in Latin America and the Mexican Federation of Airline Workers' Unions, of which his union formed a part, had agreed to make an annual special contribution to the ITF in order to help finance labour education programmes in the Region. He thanked ITF Regional Director Medardo Gomerio for his hard work on behalf of the ITF's Latin American affiliates. He also mentioned the very special contribution which Tolosa had made to the Latin American trade union movement and expressed the hope that he would shortly regain his full civil rights, including the right to engage in trade union activity. Reyes said in conclusion that he hoped that one day Latin America would have the honour to host an ITF Congress.

De Silva (Singapore Air Transport Workers' Union), in reply to the suggestion from Kulkarni that the ITF Asian Office should be moved to Bombay, spoke of the importance of keeping the Office where it was. He expressed his thanks to Donald U'ren and also to Jack Otero of the BRAC for the excellent work that they had done in organizing regional

seminars, the first of which he had been fortunate enough to attend himself. He hoped that other unions would follow the example of the BRAC in the field of trade union education.

Monday, 2nd August, 1971

Morning Session

The President informed Congress of the tragic death of Gertrude Wondrack, Austrian Secretary of State and Minister of Social Affairs, following a serious car accident on 31 July. He asked Congress to stand in tribute to her memory.

REPORT ON ACTIVITIES (*Cont.*)

David (Transport Workers' Union, Malaysia), on behalf of Malaysian transport workers, congratulated the ITF on the occasion of its 75th Anniversary. He spoke of the restrictions imposed on the trade union movement in his own country following the declaration of a State of Emergency in 1969. He said that basic trade union rights were being eroded in many emerging countries and urged the ITF to approach the ILO with a request that it undertake a world survey of the state of trade union freedom. David complained that the ITF had not held a regional conference in Asia since 1963. He also regretted that the ITF had not made clear its position on South Africa and Rhodesia and pledged the support of Malaysian trade unions for any movement committed to the overthrow of the regimes of these two countries.

Achamba (Nigerian Railway Permanent Way Workers' Union) deplored the closing of the ITF Regional Office in Lagos. He also criticized the ITF for failing to implement the Executive Board resolution of 1968, expressing sympathy and solidarity with the Nigerians in their difficulties arising from the civil war and reaffirming readiness to assist them within the limits of the ITF's many commitments. His union had received no message of solidarity, no practical help from the ITF. He appealed to unions in the developed nations to send aid direct to Nigeria, where it would be used in the work of reconstruction. The ITF had failed his country: he hoped that it would make amends.

The President announced that discussion on the Report on Activities was being adjourned to allow representatives of ITF-affiliated organizations and International Trade Secretariats to address Congress and to present gifts on the occasion of the ITF's 75th Anniversary.

Karling (Norwegian Seamen's Union), on behalf of the Norwegian unions, congratulated the ITF on the occasion of its 75th anniversary and made the ITF a presentation of semi-precious stones in a rock setting.

Klang (Swedish Seamen's Union) conveyed fraternal greetings from the union's president Gunnar Karlsson and expressed his congratulations on the ITF's 75th anniversary. He then handed the ITF President the union's gift of a green glass ornament with an inset polar bear.

Oivio (Finnish Locomotivemen's Union), on behalf of the Nordic Railwaymen's Federation, presented a packed ice vase to mark the 75th Anniversary.

Faupl (International Association of Machinists and Aerospace Workers, USA), speaking on behalf of North American machinists, thanked the

ITF and its affiliates for the solidarity and help given to his union during the period under review in a number of serious conflicts in the civil aviation industry. In particular, he thanked the ITF and British transport unions for their assistance in securing a satisfactory conclusion to the union's conflict with National Airlines. He said that it was a measure of international solidarity that 1,200 members of his union, who had been locked out for over two years, had been reinstated with full payment of back pay.

Faupl then presented a commemorative plaque inscribed 'In Friendship and Solidarity'.

Heinonen (Finnish Ships' Engineers' Association), on behalf of the Finnish seafarers' organizations, congratulated the ITF on the occasion of its 75th Anniversary and expressed the best wishes of unions in Finland for the future. He then presented a Finnish sculptured candelabra to mark the occasion.

De Jonge (International Confederation of Free Trade Unions) paid tribute to the excellent spirit of cooperation which had always existed between the ITF and the ICFTU. He referred to the work done by the two organizations within IMCO, the extensive collaboration in the developing countries and the support which the ICFTU had given to the ITF in connection with air piracy. De Jonge then alluded to the ICFTU World Economic Conference held in Geneva in June and called on the ITF, other ITSS and the national movements to implement the policies formulated at that conference.

As a token of the special relationship between the two organizations, De Jonge handed to the ITF President two early nineteenth century engravings depicting trains between Manchester and Liverpool.

Franken (Public Services International), on behalf of the International Trade Secretariats, thanked the ITF for its kind invitation to the 75th Anniversary Congress. He referred to the friendly relations and the spirit of cooperation existing between the ITSS. In particular, he mentioned the Joint ITF/PSI Meeting on Urban Transport Questions. He said that his organization welcomed the holding of such joint conferences, because it believed that they offered a better way of solving the complex of problems involved. Franken said that the ITF had more years of experience in dealing with the problems created by international undertakings. PSI activity in this field extended mainly to the employees of the different European and international communities. The proposed extension of the EEC would add to these problems, as it was likely to affect a growing number of both public service and transport workers, and cooperation was now more vital than ever.

Franken paid tribute to the important contribution which the ITF, as one of the oldest ITSS, had made towards increased international co-operation and solidarity. He said that the ITF was held in great respect and its structure, procedures and regional work were often held up as an example to other ITSS. He congratulated the Federation in the name of the ITSS on its 75th Anniversary and expressed his best wishes for a successful Congress.

Ulbrich (Austrian Railwaymen's Union), on behalf of the ITF's Austrian affiliates, congratulated the Federation on its 75th Anniversary and announced that his union would make £2,000 available to the ITF as a contribution towards regional activities in Africa and Asia.

Clorinda Ontaneda (Braniff Airways Employees' Union, Peru) thanked Fritz Prechtel, President of the Austrian Railwaymen's Union, for the presentation he had made to her of his union's medal.

REPORT OF THE CREDENTIALS COMMITTEE

Coldrick (Great Britain, TSSA), Chairman of the Credentials Committee, introduced the report and the supplementary report of the Committee and recommended their adoption.

The reports were *adopted*.

ELECTION OF GOVERNING BODIES

(Congress document XXX C-15)

General Council

Document XXX C-15/GC/1, Election of the General Council, was *adopted*.

REPORT ON ACTIVITIES *(Cont.)*

Jack (Amagamated Union of Lagos Municipal Bus Workers, Nigeria) expressed profound gratitude for the work which the ITF had done for his union in the past. He joined Achamba in appealing to the ITF to come to the aid of his fellow countrymen at this difficult time.

Dinglasan (Philippine Transport and General Workers' Organization) recalled the solidarity given to his union by the ITF during the Philippine dock strike of 1963, when the PTGWO was fighting for its life against the repressive policies of the then government. He went on to say that ITF seminars organized in cooperation with national and international organizations were vital to the needs of affiliates in the Region and recommended an expanded programme of leadership seminars. He thanked Donald U'ren for the excellent work which he had done in the Region and said that the material supplied by the Regional Office had been of great assistance to his organization in collective bargaining with the employers. With regard to containerization, he hoped that Congress would adopt a policy which took into account the struggling economies of countries in Asia and Africa.

Ortolani (Italian Pork Workers' Union) conveyed fraternal greetings from the members of his union. He referred to the motion which his union had submitted to Congress, saying that the move towards unifica-

tion of the Italian trade union centres corresponded with the aspirations of the workers and should be encouraged. Nevertheless, care should be taken to ensure that unity was not achieved at the expense of the strong tradition of democracy in the Italian trade union movement.

ELECTION OF GOVERNING BODIES

(Congress document XXX C-15)

Executive Board

(Document XXX C-15/EB/1)

Arrocha (National Union of Aviation and Allied Workers, Mexico) asked Congress to consider the motion submitted by the Mexican Federation of Airline Workers' Unions. The motion proposed that the Executive Board should be enlarged by an additional representative from the Latin American and the Caribbean Region. Arrocha said that he wished to amend this proposal to provide also for one additional seat for Asia and Africa, i.e. that there should be three Executive Board members for each of the Regions.

Walcott (Barbados Workers' Union), in support of Arrocha's views, said that it was vital that affiliates in Latin America and the Caribbean should feel that they were adequately represented on the ITF's governing bodies.

Achamba (Nigerian Railway Permanent Way Workers' Union) moved that Africa should have a representation of three members on the Executive Board.

Randeri (Maritime Union of India) argued that India, Pakistan and Hong Kong, by virtue of their considerable membership in the Seafarer's Section, had the right to representation on the Executive Board. In reply, the **General Secretary** said that in preparing the above-mentioned document the ITF had taken account of the arguments put forward by the representatives from Africa, Asia and Latin America. He considered that the present membership of the Executive Board constituted a reasonable reflection of the ITF's membership. He asked that Congress accept the document unamended.

Doc. XXX C-15/EB/1, Election of the Executive Board, was *adopted*.

Monday, 2nd August, 1971

Afternoon Session

REPORT ON ACTIVITIES (Cont.)

Morales (Railwaymen's Union, Guatemala) described the situation in Guatemala, where trade unionists had been among the many victims in the fight for political control between the forces of the extreme right and the extreme left. He said that Guatemalan trade unionists had been branded as 'Communists' and large numbers of them had been shot. Trade union rights had been suspended; meetings were prohibited and had to be held clandestinely. He believed that the only way to combat the forces of reaction, corruption and oppression in his country was to form a common front, not only of transport workers but also of sugar workers, textile workers, peasants and other groups.

Lapeyre (French Transport and Public Service Workers' Union) said that the ITF Secretariat and the Executive Board were not sufficiently aware of the Civil Aviation Section's special problems. Undoubtedly, the most important of these concerned the hijacking of aircraft. He hoped that Congress and the Civil Aviation Section would accept that there had been a change in the nature of hijackings. Originally, these had involved acts by individuals acting independently and from personal motives (witness the instance of the man who had hijacked a TWA jet from the US to rejoin his relatives in Italy), but more recently states had been party to the forced diversion of aircraft. This had been so in the case of the diversion by the Libyan authorities of BOAC flight 045 and the subsequent removal of certain passengers, who had been later summarily executed. He also condemned the air traffic controllers, who were responsible for ensuring the safe passage of air travellers through the air space they controlled, for not providing BOAC flight 045 with the facilities to which it was entitled.

Melgarejo (Argentinian Locomotivemen's Union) congratulated the President and the General Secretary on the Report on Activities. He approved the ITF's activities in the Region but felt that, in view of the social and economic situation, it was necessary to devote greater resources to the programme and especially to countries such as Paraguay where the need was greatest.

Otero (Congress of Railway Unions, USA), concluding the discussion on the Report, congratulated the ITF on its record of achievement in the period under review. Nevertheless, he said that affiliated organizations should not shrink from criticising the ITF in the management of its affairs, provided that the criticism was of a constructive nature. He thanked the IAM for their invaluable assistance during the six-month strike of BRAC members against Northwest Orient Airlines. This strike and BRAC participation in the nationwide stoppage of December 1970 were clear indications of BRAC's readiness to act in defence of the right to strike, which was facing a grave challenge in the US. He endorsed Otake's views with regard to the 8th Section. The BRAC had recently organized its own Allied Services division and intended to participate fully in the work of the Section.

SUPPLEMENTARY REPORT ON BEHALF OF THE RESOLUTIONS COMMITTEE

Kitson (Great Britain, SCMU), Chairman of the Resolutions Committee, intervened to suggest that the Standing Orders Committee of the next ITF Congress should be elected at Congress from Congress delegates.

The President noted Kitson's suggestion.

REPORT OF THE RESOLUTIONS COMMITTEE

Kitson (Great Britain, SCMU), Chairman of the Resolutions Committee, introduced the report.

The report was *adopted*.

Tuesday, 3rd August, 1971

Afternoon Session

REPORT ON ACTIVITIES (*Cont.*)

The General Secretary, replying to the Report on Activities, said that the last three years had not been easy. The ITF had been seriously affected by falling membership resulting from the run-down of manpower needs in certain key sectors of the transport industry.

He then referred to a document entitled "The ITF: Current trends and their implications", which he had submitted to the Executive Board in 1970. In the document, he had outlined the difficulties which technological changes had created for unions in the Railwaymen's, Dockers' and Seafarers' Sections. On the positive side, he had emphasized the flourishing state of the Civil Aviation Section and mentioned the possibility of attracting additional members into the Road Transport Workers' Section, although organizational problems in this sector made this something of a long-term view.

As a result, the Executive Board had set up a special sub-committee which, on the basis of a thorough-going investigation of the workings of the ITF, would recommend ways in which the ITF might adapt to changing future needs.

Replying to criticisms from certain speakers regarding the distribution of financial and other assistance among affiliates, the General Secretary said that in his opinion the ITF had been as generous as it was able, bearing in mind the large number of affiliates and its limited resources. Turning to Sectional activities, the General Secretary said that, faced with the challenge of the multi-nationals and the inevitable standardization brought about by the technological revolution, the ITF had made every effort to defend the working and living standards of the men and women whose interests it existed to protect.

The General Secretary went on to say that the ITF's Regional activities in the developing countries were primarily concerned with 'union building'. It was the task of the ITF to provide adequate support and guidance until new unions were able to stand on their own feet.

Nor should it be forgotten that the ITF Regional Representatives in Africa, Asia and Latin America had an immensely difficult task to perform. He paid tribute to the progress which they had made over a wide field and in difficult, even dangerous circumstances.

He concluded his reply by expressing his gratitude to ITF President Hans Düby, Vice-President Frank Cousins, the various ITF governing bodies and the staff, both at Headquarters and in the Regions, for their splendid support during the first three years of his general secretaryship. The International was passing through a difficult period, but he felt sure that in twenty-five years' time it would be celebrating a triumphant centenary.

The Report on Activities was adopted.

Gleason (International Longshoremen's Association, USA), speaking on the effects of containerization and the LASH system on dockers, stressed the need for vigorous international action to protect the jobs of workers in the industry. The US had been grappling with these two problems for ten years and North American dockers' unions had been largely instrumental in ensuring that the working conditions of their members were among the best in the world. It was essential that port workers in the developing countries should accept the realities of increased automation and that unions in the United States and Europe, who had already secured decent working conditions for their members, should offer these workers every assistance to obtain similar benefits.

Vizcaino (General Workers' Union, Spain (in exile)) thanked the ITF for the support which it had given to his union and expressed the hope that the Federation would continue to lead the world's transport workers. He went on to say that the development of the railways in Spain was increasing the pressure on workers in all departments, leading to requests that railway staff should be able to retire earlier and still receive wages. However, this would create a situation in which workers who had retired previously would be at a disadvantage. Vizcaino said that the answer was to reduce working hours in proportion to the number of workers made redundant by automation, thereby putting the machine at the service of man.

FINANCIAL STATEMENTS AND AUDITORS' REPORTS

1968 TO 1970

(Congress documents XXX C-9 and XXX C-9 (Supp. 1))

The General Secretary submitted to Congress the Financial and Auditors' Report for the years 1968 to 1970. He said that every effort had been made to present the figures in as clear and full a manner as possible. However, there were a number of points which he wished to amplify. The ITF had to operate within a very limited budget and it had been necessary to make economies, although he emphasized that this had not been at the expense of overall efficiency of operation.

He reported a substantial rise over the three years in the amount spent on meetings and conferences in connection with Section activities. This had been balanced by a large reduction in Headquarters costs, although he regretted that the economy measures had involved the releasing of two members of staff.

As far as the financing of Regional activities was concerned, the Executive Board had decided to allocate 30% of affiliation fees to the Regions, thus ensuring a stable basis on which to work. He was pleased to report that this basic programme of activities had been greatly expanded largely thanks to contributions from affiliates and to assistance in the form of men and facilities which could not be reduced to statistics. Considering the problems involved in pressing the ITF campaign against flags-of-convenience, the Seafarers' International, Welfare and Protection Fund was in a reasonably healthy state and the ITF had also been able to maintain a consistently high level of grants to welfare institutions for seafarers in many parts of the world.

The General Secretary presented the reports for the approval of Congress.

Hughes (Union of Shop, Distributive and Allied Workers, Great Britain), speaking on behalf of the lay auditors, expressed the complete satisfaction of the lay auditors with the administration of ITF finances.

Docs. XXX C-9 and XXX C-9 (Supp. 1) were unanimously *adopted*.

Wednesday, 4th August, 1971.

Morning Session

TRANSPORT POLICY IN THE SEVENTIES

by Fritz Prechtl

Fritz Prechtl said that he was very conscious of the honour conferred on him by the Executive Board when it had entrusted him with the extremely responsible task of presenting a report on transport developments in the 1970s.

As a trade unionist who for many years had been concerned with transport policy, he firmly believed that the trade union movement should apply itself to questions of transport planning as these vitally affected the interests of all workers in the transport industry.

He pointed out that the rapid pace of economic development in the world today would have its repercussions on the transport industry and on the individual means of transport. It would be necessary to create an enormous infrastructure capable of meeting the demands for transport services and involving the deployment of vast financial resources. He added that large sums of money were already being made available each year for investment in transport and that extensive construction programmes for the years to come had been drawn up in all countries as a protection against threatening transport chaos. Increased coordination between the transport industries of individual countries appeared inevitable.

If one accepted that the transport industry had a public character, then one must in consequence accept that its development could not be based on purely private enterprise considerations. Public intervention must occur where the well-being of the economy as a whole, of which the transport industry formed an integral part, was threatened by individual or group interests.

Referring to one of the most recent innovations, the pipeline, Prechtl stated that the great advantage of the pipeline system for the economy lay in the fact that it made no demands on the infrastructure of other means of transport. The demand for pipelines to carry oil quickly and safely to the point of delivery was increasing and it was in this field that they undoubtedly had a promising future.

Turning to the civil aviation industry, he reminded Congress that this means of transport had developed at the quickest pace. Moreover, the industry was now entering a new growth phase, new generations of equipment such as high-capacity and supersonic aircraft were being introduced, and this development could not be without influence on overall national transport structures. The estimated growth in passenger air traffic and air freight services would also involve the creation in the future of central transport junctions at airports, which would permit the efficient and harmonious integration of all transport links and systems.

Brother PrechtI stated that rapid technological progress made it impossible to make completely reliable forecasts concerning the future development of shipping and ship construction. The economic viability of the nuclear-powered vessel and the hovercraft had not yet been fully assessed, but the trend towards ever-larger and increasingly automated vessels (tankers, LASH vessels and containerships) was clear and would continue. In addition, the seaports, as links between sea and land transport, could greatly influence the forming of traffic junctions and the guidance of traffic flows.

The inland navigation industry, although one of the oldest forms of transport, was, he said, often regarded as obsolete and no longer able in a technological age to play a rôle in long-distance transport. However, the inland waterways, which provided a free source of energy and a valuable transport service, were of great import in influencing the location of economic development along their banks, especially at points where ports and harbour installations were situated. The extension of the network and the building of new inland navigation channels linking waterways with the oceans of the world also promised ways of boosting the volume of freight carried.

The road transport industry, on the other hand, had dominated the 20th century, as the railways had the nineteenth. The world road network had been greatly extended; the number of private cars had grown at an alarming pace; and the rate of expansion of heavy goods transport by road had been even more dramatic. The dimensions of utility traffic vehicles had already reached the maximum limits permissible and there was an urgent need for heavy goods vehicle and road construction specifications to be brought into line with each other. To ease traffic congestion, certain bulk commodities and heavy goods currently transported by road would have to be transferred to other more suitable means of transport and private car owners would have to be encouraged to make increased use of mass public transport.

Looking ahead to the megalopolis of the future, Brother PrechtI argued that it would be impossible for these vast urban conglomerations, with estimated populations of from 20 to 80 millions, to satisfy their transport requirements without an integrated system of advance transport planning. He suggested that such plans should cover a period of from 10 to 20 years, involve all means of transport and take into account the regional and economic development of the area for the period in question. The plans should list necessary changes in order of priority and ensure that each step in the development programme was designed to achieve the maximum improvement of traffic. In order to facilitate closer cooperation between the great international population concentrations, he advocated that all plans should also be based on uniform statistical material and be comparable in form and content.

Turning to the railways PrechtI said that if the industry was to survive it must be assured the same conditions of competition as other sectors of transport. In recent years, the railways had largely lost their original monopoly position and were frequently operating at a heavy loss. They were also financially handicapped; governments fixed rates of carriage

in the light of their own economic and social policies rather than in that of the railways' interests. This trend must be reversed and the railways granted sufficient autonomy to allow them to approach as nearly as possible to economic operating conditions.

Far from being the relics of a national past, he stressed that the railways could constitute the basis of a modern world-wide transport system. A high degree of rationalization of railway operations could be achieved by accelerating the programme of automation and introducing the central control of traffic movements over long-route sectors; automatic train dispatching; and the automation of marshalling operations. In addition, the wide-ranging application of electronic data processing systems such as centralized invoicing and accounting in the freight and centralized booking and seat reservations in the passenger sectors could make a significant contribution towards attracting both passenger and goods traffic back to the railways.

Prechtl added that the railways' specific advantage in the field of mass transportation lay in their ability to transport a heavy volume of passengers and freight more economically and at greater speeds over medium distances of up to 1,000 miles and over longer distances of up to 2,500 miles. This advantage could be exploited by establishing rapid national (inter-city) and international passenger services, and by the use of combined transport techniques (containers, pallet and small unit load consignments) in the goods sector. In the passenger sector, an additional priority must be the provision of an extensive urban network of commuter services offering improved inter-change facilities.

Looking further ahead, Prechtl said that it was impossible to achieve velocities much in excess of 350 k.p.h. using conventional means of rail transport, which depended on a certain degree of friction between the wheels and the rail. He mentioned a variety of experiments involving fixed track rapid transit systems now being conducted in a number of highly industrialized countries and added that these were already opening up a new epoch of transport technology, the chief characteristic of this new age being relegation of the wheel from its dominant rôle in mechanical movement.

In conclusion, Prechtl stated that advance planning in the transport sector could no longer be regarded as a one-dimensional process; it involved rather a multitude of viable means of transport, the future development of which must be harmonized and coordinated. If the industry was not to suffer from serious shortcomings, we must evolve an overall policy for the 1970s, which created the necessary conditions for a sound development offering better, safer all-round transport services with the minimum of infrastructure costs.

Speaking as a trade unionist, Prechtl said that undertakings throughout the transport sector should ensure that all transport workers including those in the developing regions enjoyed a standard of living in keeping

with the high degree of personal responsibility required of members of their profession. The interests of the transport worker must remain the central concern of all efforts to bring about greater coordination in the transport sector.

The ITF, as a large ITS, could not close its eyes to the world's general needs. As trade unionists, they must campaign for a sound, balanced transport growth that would be of benefit to the whole of mankind.

Wednesday, 4th August, 1971

Afternoon Session

AMENDMENTS TO THE ITF CONSTITUTION

(Congress document XXX C-7)

The General Secretary introduced the amendments to the ITF Constitution proposed by the Executive Board and contained in Doc. XXX C-7. These were: the extending of the period between Ordinary Congresses from 3 to 4 years; the granting of improved voting rights to affiliated unions which paid fees at less than standard rate; and voting rights at meetings of industrial sections. He said that the reasons for the submission of the proposals, two of which had been carried over from the Wiesbaden Congress, were explained in the relevant document, which he asked delegates to read carefully. He suggested that if necessary the proposed amendments should be voted on separately.

Rule IV—Congress, Paragraph 1

Jones (Transport and General Workers' Union, GB), on behalf of the British delegation, opposed the proposal to extend the period between Ordinary Congresses on the grounds that it would give affiliated organizations fewer opportunities to review the actions of the Executive Board in the inter-Congress period. He felt that the present system of holding 3-yearly Congresses offered a greater measure of democracy in the handling of ITF affairs.

Mendoza (National Transport Workers' Federation, Dominican Republic) opposed the move to extend the period between Ordinary Congresses, on the grounds that it would give affiliates in the developing countries fewer opportunities to outline their particular problems and to gain the support of Congress.

Karling (Norwegian Seamen's Union) supported the proposal to extend the period between Ordinary Congresses. He said that the longer inter-Congress period would make it possible to hold more Section conferences. It would also mean that the ITF Secretariat would have to spend less time organizing ITF Congresses.

Waters (The Motor Transport and Chauffeurs' Association, Australia) said that in his view no convincing reasons had been advanced in favour of amending the paragraph of the Constitution relating to the holding of Ordinary Congresses. He added that because of the rapid developments taking place in the transport industry there was a need for closer consultation between ITF-affiliated unions and it would therefore be wrong to increase the interval between Congresses.

Yagol (Transport Workers' Division of Histadrut, Israel) said that the situation within the ITF had changed since the Wiesbaden Congress and he therefore moved that the amendment be rejected.

Nicolaysen (Norwegian Transport Workers' Union) said that he was in favour of extending the period between Ordinary Congresses as a longer inter-Congress period would give the ITF Secretariat more time to give effect to Congress decisions. He believed that there should be more work and less talk.

Kulkarni (Transport and Dock Workers' Union, India) opposed the amendment and suggested that provision should be made in the Constitution for the holding of Congresses outside Europe.

Ulbrich (Austrian Railwaymen's Union) said that the considerable costs involved in arranging Congresses made it impossible to hold Congresses outside Europe as had been suggested, although he was in sympathy with the wishes of the delegates concerned. He supported the Executive Board proposal to extend the period between Congresses, as this would give the ITF, in common with his own union, which now intended to go over from triennial to quadrennial Congresses, the opportunity to use its limited financial resources for more practical purposes. He moved that the amendment be accepted.

Chatterjee (Calcutta Port Shramik Union, India) said that the rapid pace of technological change in the transport industry made it necessary for affiliates to meet regularly to take decisions affecting their interests. For this reason, he felt that Congress should meet at least once every three years, if not more frequently.

Seibert (German Railwaymen's Union) explained that the Executive Board's proposal with regard to the holding of Ordinary Congresses was designed to relieve the Secretariat of the excessive work-load associated with triennial Congresses in order to leave them more time and money for an extended programme of Sectional activities. He did not believe that the proposal would in any way affect the domestic functioning of the ITF, rather would it improve it. As a member of the Executive Board which had proposed the amendment, he expressed his continued support for the proposal.

Haudenschild (Swiss Railwaymen's Union) said that a period of four years between ITF Congresses would help the ITF to function more efficiently. It would also help the Executive Board to function more effectively during this extended interval, while leaving to the Sections the task of dealing with the problems of the transport workers belonging to them.

Coldrick (Transport Salaried Staffs' Association, GB) said that British trade unions, which were among the most democratic in the world, held either annual or biennial conferences. He believed that eternal vigilance was the price of trade union democracy and therefore supported the British delegation in opposing the adoption of the amendment.

The General Secretary pointed out that the proposed amendment had been initiated by the 1965-8 Executive Board which had decided that its submission should be deferred until the present Congress so as not to disturb the 75th Anniversary celebrations. The present Executive Board was not unanimously in favour of its adoption. He proposed that the amendment be put to the vote. A membership vote was taken.

Coldrick (TSSA, Great Britain), Chairman of the Credentials Committee, announced certain alterations in the membership figures for voting purposes as accepted by the Credentials Committee.

Rule IV—Congress, Paragraph 6

The General Secretary announced that the proposal concerning the granting of improved voting rights to affiliated unions which paid fees at less than the standard rate had been carried over from the 29th Congress. He felt that the proposal before Congress would go as far as possible at the present time towards enabling the less financially stable unions to play a full and worthwhile part in the work of the ITF. He recommended that the proposal be accepted.

Chatterjee (Calcutta Port Shramik Union, India) regretted that unions in Asia were unable to contribute towards ITF funds to the same extent as affiliates in Europe and North America. However, he felt that it should not be left to the discretion of the Executive Board to decide the reduced rate of affiliation fees of individual affiliates: the same reduced rate of affiliation fee should apply to all unions in a particular country or region. This rate should be based on such factors as the economic situation, the average rates of pay and the standard of living of the area in question.

The General Secretary said that it would be impossible to try to lay down a fee for a particular country based on Chatterjee's considerations. He reminded delegates that unions would have to make a request to the Executive Board in order to secure lower fees and would then have to provide the Board with evidence of their inability to pay at the full rate in order to secure the extra voting rights. He again commended the proposal to Congress.

The amendment was *adopted* without opposition.

Rule XIII—Industrial Sections and Special Departments, Paragraph 7

The General Secretary introduced the proposed amendment, but announced that an alternative amendment which would define the position more exactly had been suggested and he recommended Congress to consider the alternative amendment instead of the one proposed by the Executive Board.

Faupl (International Association of Machinists and Aerospace Workers, USA), introducing the alternative amendment, said that the substitute language to the Executive Board motion laid down the responsibility of affiliated organizations annually to register the number of their members in the relevant industrial section(s) and disqualified organizations which failed to comply with this requirement from taking part in a membership vote at section meetings.

He understood the Secretariat to share his belief that this proposal represented a workable and feasible procedure and that the Executive Board was in favour of the substitute amendment. He therefore recommended the substitute amendment for adoption by Congress.

Walcott (Barbados Workers' Union) suggested that the matter should be held over until the following day when the alternative amendment would be available in document form.

Greene (National Union of Railwaymen, GB) endorsed Walcott's suggestion.

RESOLUTIONS

Motion XXX C-11 (Supp. 1) 7: *Rule 1—Aims and Methods, Paragraph 1: rejected.*

Motion XXX C-11 (Supp. 1) 9: *Rule 2—Membership and Obligations, Paragraph 3: rejected.*

Thursday, 5th August, 1971

Morning Session

AMENDMENTS TO THE ITF CONSTITUTION (Cont.)

(Congress document XXX C-7)

Rule IV—Congress, Paragraph 1

The President announced the result of the membership vote: number of votes cast in favour of a 3-year interval between Ordinary Congresses of the ITF, 1,948,000; number of votes in favour of a 4-yearly interval, 1,286,000. Total number of votes cast, 3,234,000. *The President declared that the Ordinary Congress of the ITF would accordingly continue to be held at three-year intervals.*

ADDRESS BY ILO DIRECTOR-GENERAL

In partnership for freedom

Jenks said that he had come to Vienna from an ILO meeting specially to convey to the ITF the goodwill and congratulations of the ILO on the occasion of such a memorable anniversary.

He stated that the ILO and the ITF had worked together for a full half-century in a partnership for freedom based on a shared commitment to the aims and ideals of the ILO as contained in the Declaration of Philadelphia and to the principle of freedom of association.

He said that it was largely due to the intercession of the ITF at the ILO that the working and living conditions of seafarers had been totally transformed from those which prevailed when the ILO was created. Indeed, seafarers as a group had received preferential treatment, their special needs being catered for by the Joint Maritime Commission, the Maritime Branch and by special maritime sessions of the International Labour Conference.

He added that he would welcome further assistance from the ITF in bringing to the attention of its six million affiliates the safeguards and advantages offered to them by ILO Conventions, Recommendations, resolutions and other decisions.

He pledged that the ILO, within the framework of its Programme of Industrial Activities, would make every effort to allocate the necessary resources to deal with those social problems to which the ITF attached urgency and importance.

Despite certain problems of finance, ILO policy was clear and every effort would be made to restore the interrupted schedule of ILO meetings. Fortunately, the maritime session of the International Labour

Conference had not been affected by these difficulties, but the delayed Ninth Session of the Inland Transport Committee would be held as soon as resources were available and would be primarily a road transport session. In June 1972, the Conference would consider the social repercussions of new methods of cargo handling in the docks and in the autumn, the financial position permitting, the JMC would meet to initiate the far-reaching programme of work arising from the 1970 Maritime Session.

In respect of fisheries, the next step would be the completion of the ILO-FAO-IMCO Code of Practice on Safety on Board Fishing Vessels. In response to the ITF appeal for tripartite machinery in the civil aviation industry, the ILO Governing Body had decided to include in its programme of meetings for the next biennium a Preparatory Meeting for Civil Aviation to consider an appropriate agenda for a full scale tripartite meeting.

Jenks concluded that the idealists in society were the builders. He hoped that the ILO and the ITF would continue to work together as such builders.

The President thanked Wilfred Jenks for his address and reaffirmed the faith of the ITF in the ILO. He then presented him with the ITF Gold Badge.

AMENDMENTS TO THE ITF CONSTITUTION *(Cont.)*

(Congress document XXX C-7 (Supp.))

Rule XIII—Industrial Sections and Special Departments, Paragraph 7

Gallardo (Union of Air Radio Employees, Mexico) felt that the alternative amendment put forward by Faupl raised questions of procedure as well as substance. Procedurally, it entailed a modification of the Constitution and yet it had not been submitted in advance or discussed by the Resolutions Committee. In substance, it would require a new method of registering membership. Gallardo said that Latin American delegates favoured the Executive Board amendment, which they felt offered smaller unions a fairer method of voting at section meetings.

Walcott (Barbados Workers' Union) said that he was in favour of the alternative amendment as such, but he did not feel that it was necessary to include any reference to it being the responsibility of unions to register the number of their members in each section. He therefore suggested that the amendment be shortened to end with the words 'in the section' in the third sentence.

Peterpaul (International Association of Machinists and Aerospace Workers, USA), speaking on behalf of Faupl who had returned to the US, pointed out that the alternative amendment brought together into one provision various paragraphs of the ITF Constitution. He understood that affiliates were already required to indicate annually the number of their members in each industrial section; and he felt that the Secretariat, in

disqualifying from a membership vote unions failing to comply with this requirement, was only safeguarding the right to hold a membership vote at section meetings.

Seibert (German Railwaymen's Union) explained that the Executive Board amendment, which granted one vote to each union represented at meetings of industrial sections, was designed to give equal rights to all unions regardless of the size of their sectional membership. He recalled the wording of the existing Constitution, which allowed one vote to each union, except 'on questions of *particular* importance' when a membership vote might be called. Faupl's alternative amendment, on the other hand, allowed for a membership vote to be taken on *any* issue. He did not regard this as a practical proposition and as the putting forward of an alternative amendment had shown the Executive Board amendment to be unacceptable, he withdrew his support for the latter and recommended that as the existing voting procedure had never given rise to any differences of opinion the wording of the Constitution be retained in its present form.

Castillo (LAN-Chile Workers' Association) supported the Executive Board amendment as it would give equal voting rights to all affiliates. He was of the opinion that the alternative amendment would discriminate against smaller unions.

Mols-Sørensen (Danish Mates' Association), speaking in favour of the alternative amendment, said that it would give the Sections a real chance to operate on a democratic basis.

The General Secretary said that the amendment put forward by the Executive Board would give one vote to each union represented at a section meeting, regardless of the number of workers the union had registered in that section. The alternative amendment put forward by Faupl ensured that, in the event of a membership vote, only the votes of members in the section would be counted. Referring to Walcott's objections, he said that the latter half of the alternative amendment was necessary in order to convince unions of the importance of providing the Secretariat with the requisite information regarding sectional membership. He added that as Faupl had voiced no objection to the addition of certain words to the amendment, it had been suggested that the second sentence should begin with the following words: "On a matter of particular importance . . ."

A membership vote was taken on the alternative proposal submitted by the American International Association of Machinists.

ELECTION OF GOVERNING BODIES

(Congress document XXX C-15)

General Council

Document XXX C-15/GC/2, Election of General Council, Nominations by National and Regional Groups, was *adopted* and the General Council thus elected.

Executive Board

Document XXX C-15/EB/2, Election of Executive Board, Nominations by Regional Electoral Groups, was *adopted* and the Executive Board thus elected.

ELECTION OF LAY AUDITORS

The following were elected as *Lay Auditors*: G. Kiely (USDAW); A. Kitson (SCMU); W. Johnson (TSSA).

ELECTION OF THE GENERAL SECRETARY

Charles Blyth was unanimously re-elected General Secretary of the ITF.

Elliott (Amalgamated Transit Union, USA) said that a number of North American delegates would have to leave Vienna before Congress ended. They had asked him to thank the Austrian hosts for their generous and friendly reception and hospitality and to move a vote of thanks on behalf of the North American delegation.

SECTION CONFERENCE REPORTS

The Report of the Seafarers' Section Conference (Doc. XXX C-14/S/ Report) was *adopted*, with the exception of paragraph 3, which was deleted.

AFFILIATION FEES

The General Secretary introduced the Proposal Concerning the Rate of Affiliation Fee (Doc. XXX C-12), which the Executive Board had recommended unanimously.

Doc. XXX C-12 was *adopted*.

AMENDMENTS TO THE ITF CONSTITUTION (*Cont.*)

Rule XIII—Industrial Sections and Special Departments, Paragraph 7

The President announced the result of the membership vote: in favour, 2,501,000; against, 761,000. The alternative amendment submitted by the International Association of Machinists was *adopted*.

RESOLUTIONS

Motion XXX C-11, 2: *Industrial Action: adopted.*

Motion XXX C-11, 4: *Legal Recognition of ITF: referred to the Executive Board.*

Motion XXX C-11, 5: *ITF Office for Latin America and the Caribbean: withdrawn.*

Motion XXX C-11, 6: *Appointment of National Co-ordinators: withdrawn.*

Motion XXX C-11, 7: *Unification of National Centres: withdrawn.*

Motion XXX C-11, 8: *Attendance of the Director of the Regional Office for Latin America and the Caribbean at meetings of the Executive Board: referred to the Executive Board.*

Motion XXX C-11 (Supp. 1) 1: *Hours of Work: unanimously adopted.*

Motion XXX C-11 (Supp. 1) 2: *Multi-National Companies: unanimously adopted.*

Thursday, 5th August, 1971

Afternoon Session

RESOLUTIONS

Motion XXX C-11 (Supp. 1) 3: *Japanese Public Transport Workers: Right to Strike: adopted.*

Motion XXX C-11 (Supp. 1) 4: *ITF Office for Africa and 5: Regional Activities*

Opiyo (Railway African Union, Kenya) informed Congress that these two motions had been merged and referred by agreement with the proposers to the Executive Board.

Motion C-11 (Supp. 1) 8: *Establishment of a Bolivian Port: rejected.*

RESOLUTION ON EAST BENGAL

Kulkarni (Transport and Dock Workers' Union, India), introducing an emergency resolution on East Bengal, said that the civilised world had been outraged at the atrocities inflicted on the population of Bangladesh by the martial law administration of West Pakistan. In particular, the Indian trade union movement had condemned in unequivocal terms the brutal suppression of civil liberties in Bangladesh by the army of Yahya Khan. He thanked the trade union movement on behalf of the millions of refugees now in India for the moral and material support which they had given. He concluded by calling on the world trade union movement to bring pressure to bear on their respective governments not to supply arms and ammunition to the government of West Pakistan and urged transport workers to refuse to handle shipments of military hardware destined for West Pakistan in cases where governments continued to provide it. He also urged unions to send relief.

The resolution was *adopted* without opposition.

SECTION CONFERENCE REPORTS

The Report of the Allied Industries and Services Section Conference (Doc. XXX C-14/AI/Report) was *adopted*.

The General Secretary interrupted the proceedings of Congress to announce that Captain Ernesto Canigia, an official of the Argentinian union, Centro de Capitanes de Ultramar y Oficiales de la Marina Mercante, was being held in the island prison of Rio Santiago without trial as a result of his criticism of the administration of the Argentinian navy. He felt sure the Congress would agree that he should protest to the Argentinian government in the strongest possible terms at this repression of trade union and human rights.

PRESIDENT AND VICE-PRESIDENT

The President reported that the Executive Board had nominated Fritz Prechtl (Austrian Railwaymen's Union) as President and Heinz Kluncker (German Transport and Public Service Workers' Union) as Vice-President and asked Congress to endorse these recommendations.

Shepard (Seafarers' International Union of North America) announced that the North American unions had instructed their representatives on the Executive Board to oppose the candidature of Heinz Kluncker for Vice-President of the ITF at the meeting of the Executive Board prior to Congress.

Congress unanimously adopted Fritz Prechtl as ITF President.

Congress then elected Heinz Kluncker as Vice-President.

Prechtl spoke of the high regard in which Hans Düby the retiring President was held, recalled his distinguished Swiss trade union, political and ITF careers, and wished him and his family every happiness during his retirement.

Düby thanked all affiliated organizations for the friendship which they had shown him.

Ulbrich (Austrian Railwaymen's Union) presented Düby with the retirement gift of a porcelain statuette.

Kluncker said that in taking over his new office from Frank Cousins he was following in the footsteps of a great trade unionist and fighter for freedom and social justice. He thanked him for his dedicated work on behalf of the international transport workers' movement and wished him good health in his retirement. He thanked the assembled delegates for their confidence in him and added that he would endeavour to win the confidence of those who had found themselves unable to support his candidature. He pledged himself to carry on the fight for peace and freedom.

Düby thanked the outgoing members of the Executive Board on behalf of the ITF.

ITF GOLD BADGES

Düby announced that he had the pleasant task of presenting Gold Badges to a number of trade unionists who had given outstanding service to the trade union movement.

Gold Badges were then presented to H. W. Koppens (Dutch Transport Workers' Union), R. Faupl (US International Association of Machinists), Ch. Smith (Canadian Brotherhood of Maintenance of Way Employees), O. Karling (Norwegian Seamen's Union), E. Haudenschild (Swiss Railwaymen's Union), and A. Peham (Austrian Transport Workers' Union).

Friday, 6th August, 1971

Morning Session

SECTION CONFERENCE REPORTS

The Report of the Road Transport Workers' Section Conference (Doc. XXX C-14/Rt/Report) was *adopted*.

The Report of the Civil Aviation Workers' Section Conference (Doc. XXX C-14/CA/Report) was *adopted*. *Following a lengthy discussion, the motion and the supplementary amendment on the forced diversion by the Libyan authorities of BOAC's flight 045 were referred to the Executive Board.*

The Report of the Railwaymen's Section Conference (Doc. XXX C-14/Rw/Report) was *adopted*.

The Report of the Fishermen's Section Conference (Doc. XXX C-14/F/Report) was *adopted*.

The Report of the Inland Navigation Section Conference (Doc. XXX C-14/IN/Report) was *adopted*.

LOCATION OF ITF HEADQUARTERS

The President suggested that ITF Headquarters should remain in London.

The suggestion was approved by Congress.

31st CONGRESS

The President suggested that the matter of the venue of the 31st Congress should be decided by the Executive Board. The suggestion was approved by Congress.

ITF GOLD BADGES

Martinez (Philippine Transport and General Workers' Organization), accepting the ITF Gold Badge on behalf of Oca, said that the award represented a double honour for Oca, as he had also been elected to the Executive Board for the third time at this 30th Congress.

The President then presented ITF Gold Badges to Clorinda Ontaneda (Braniff Airways Employees' Union, Peru) as well as to Bros. Roposs (Austrian Transport Workers' Union) and Ulbrich (Austrian Railwaymen's Union) of the host unions.

De Vries (a former General Secretary of the ITF), speaking on behalf of the Congress guests, thanked the ITF for their kind invitation to the 30th Congress. He thanked the General Secretary, officers and staff of the ITF for their hard work and wished the ITF every success for the future. He also expressed his gratitude to the Austrian host unions for their generous hospitality. He paid tribute to Düby, who had made such a major contribution to the ITF and extended his good wishes to Prechtl, who he was sure would carry on the good work of his predecessor.

Caruana (General Workers' Union, Malta), on behalf of his union, invited the ITF Executive Board to hold a future meeting in Malta.

The President replied that the new Executive Board would take note of this suggestion.

SECTION CONFERENCE REPORTS

The Report of the Joint Conference of the Seafarers' and Dockers' Sections (Doc. XXX C-14/SS/Report) was *adopted*.

The General Secretary drew attention to the suggestion contained in the Report that the ITF should contribute £10,000 towards the cost of appointing 10 officers to inspect flag-of-convenience vessels in order to check on working, living and safety conditions.

The Report of the Dockers' Section Conference (Doc. XXX C-14/D/Report) was *adopted*.

Roßop (Austrian Transport Workers' Union), in a closing address on behalf of his union, said that it had been a memorable Congress with lively and fruitful discussions on the problems of all transport workers in an era of dramatic change. In particular, he welcomed the firm stand taken by Congress on the threat to civil aviation operations from hijacking. It was also heartening that the Congress deliberations had not been limited to dealing with the professional problems of transport workers—important though these were—but had also extended to ways in which the living and working conditions of affiliates in the developing countries might be improved. Congress had shown a new militancy and had helped to create the conditions in which it should prove possible to ensure that ITF affiliates were assured their rightful place in society. He hoped that the stay in Austria had provided Congress delegates with pleasant working conditions and, more importantly, with the will to carry out their tasks with renewed energy.

He then paid tribute to the vigour and dedication with which the outgoing president Hans Düby had conducted this his last Congress and thanked him most sincerely for the many years of devoted service that he had given the ITF. He presented him with a memento, a ring bearing the initials HTV, in the hope that a small token of his union's apprecia-

tion would remind Hans Düby of the Austrian Transport Workers' Union and of his many other friends in the ITF, who would remain for ever in his debt.

Prechtl (Austrian Railwaymen's Union) presented Frau Düby with a bouquet in recognition of the invaluable support which she had given to her husband in helping him to carry out his duties on behalf of the ITF.

Prechtl (Austrian Railwaymen's Union), in his closing address to Congress, spoke of the need for man to find new ways of living in a spirit of international peace and understanding. It was essential that democracy should place man and his needs at the centre of society. He said that it would be the significant and honourable task of trade unionists in the free world, and thus of the ITF, to play their part in influencing the planning and realization of such a concept.

President Düby, in his last address as president of the ITF, recalled the first ITF Congress that he had attended in 1946 in Zürich. It was here, he said, that he had made the first of his many friends in the ITF. He said that it had been a pleasure to preside over this 30th Congress and he extended best wishes to the new president Fritz Prechtl and the new vice-president Heinz Kluncker and also to the newly elected members of the ITF's various governing bodies. He also thanked the members of the ITF Secretariat for their hard work during Congress and the two host unions for their hard work and the superb hospitality they had offered to Congress delegates.

He then declared the 30th Congress of the ITF closed.

Reports of Section Conferences and Committee Meetings

CREDENTIALS COMMITTEE

1. The first meeting of the Credentials Committee was held on 28 July. All members were present. A. P. Coldrick (Great Britain) was elected Chairman and Rapporteur.
2. The Committee examined the credentials of delegations which had registered by the time it met, having regard to the requirements laid down in the ITF Constitution, in particular Rule II, paragraph 3(a); Rule IV, paragraphs 3 to 9; and Rule XV.
3. In a number of cases the Committee decided that though those requirements had not been met to the letter, the breach of the requirements was both insignificant and was due clearly to factors outside the unions' control -- for example, a delay in the granting of permission to transfer foreign exchange. In one case, the Committee was satisfied that substantial arrears were due solely to a government's seizure of the union's funds.
4. Where there were substantial and unexplained breaches of the requirements, the Committee asked the Chairman to interview the delegations concerned. The Committee further agreed that the Chairman should convene the Committee again, if he felt it necessary, but that he should otherwise be empowered to recommend the approval of the credentials of the delegations he interviewed.
5. The delegates list dated 29 July 1971 includes:
 - (a) all those delegations whose credentials were accepted by the Committee at its meeting;
 - (b) one delegation whose organization has since paid its fees for the required period; and
 - (c) one delegation which has satisfied the Chairman that its credentials should be accepted.
6. The list reveals the presence of 306 delegates and 97 advisers from 161 organizations in 51 countries. The total voting strength, in accordance with Rule IV, paragraph 9, is 3,500,00.
7. Further reports will be made and supplementary lists issued when the Chairman has completed his interviews and (if that proves necessary) after further meetings of the Committee have been held.

A. P. COLDRICK,
Chairman.

**SUPPLEMENTARY REPORT (1)
OF THE
CREDENTIALS COMMITTEE**

1. The Chairman of the Credentials Committee has completed the interviews to which his first report referred.
2. In accordance with the authority given him by the meeting of the Credentials Committee, he has approved the credentials of all the delegates and advisers listed in the Supplementary Delegates List dated 31 July 1971.
3. Congress now comprises 316 delegates and 106 advisers from 169 organizations in 52 countries. The total voting strength is now 3,543,000.

A. P. COLDRICK,
Chairman.

RESOLUTIONS COMMITTEE

Doc. XXX C-11 | Report

The members of the Resolution Committee were:

W. Winpisinger (USA)	A. Kitson (Gt. Britain)
D. Secord (Canada)	A. de Bruin (Netherlands)
G. Klang (Sweden)	V. Agostinone (Italy)
Y. Yagol (Israel)	S. R. Kulkarni (India)
K. Mols-Sørensen (Denmark)	E. Venturini (Argentina)
Lejri Ismail (Tunisia)	

The Committee met on 28 and 30 July. Brother T. O'Leary, deputizing for A. Kitson was Chairman at the first meeting, Brother Kitson at the second. Brother Kitson was also elected Rapporteur.

The Committee examined the motions in the relevant documents and recommended that the motions and amendments should be dealt with as follows:

Document XXX C-11

Flags of Convenience (Swedish Seamen's Union) – by the Joint Seafarers' and Dockers' Conference.

Industrial Action (Israel Seamen's Federation) – by Congress in plenary session.

Composition of ITF Executive Board (Federación de Asociaciones y Sindicatos de Trabajadores de Aviación, Mexico) – The Resolutions Committee noted the comments of the ITF Executive Board that the constitutional procedures for the election of the Executive Board made a motion of this kind unnecessary. These comments are reproduced below.

Rule VI, paragraph 4, of the ITF Constitution states that "The membership of the Executive Board shall be a reasonable reflection of the geographical distribution of the membership of the ITF and its industrial structure . . ."

Paragraph 5 of the same Rule specifies that the election of the Board shall be from among nominations made by regional electoral groups and that "The composition of regional electoral groups and *the number of nominations* which each group is entitled to make shall be decided by Congress on the recommendation of the Executive Board".

The decisive point of this procedure as far as this Motion is concerned is that it is always for Congress to decide what countries a group should consist of and how many seats the group should have. Though this decision is based on a recommendation of the Executive Board, Congress can accept reject or in any way amend the recommendation as it wishes. There is no need for any affiliate to submit a Motion beforehand.

Legal Recognition of ITF (Federación de Asociaciones y Sindicatos de Trabajadores de Aviación, Mexico) – by Congress in plenary session.

Attendance of the Director of the Regional Office for Latin America and the Caribbean at meetings of the Executive Board (Asociación Sindical de Sobrecargos de Aviación; Sindicato Nacional de Trabajadores de Aviación y Similares; Sindicato Nacional de Técnicos y Trabajadores de Aeronaves de Mexico) – by Congress in plenary session.

The Committee noted that the following motions had been withdrawn by their sponsors:

ITF Office for Latin America and the Caribbean (Federación de Asociaciones y Sindicatos de Trabajadores de Aviación, Mexico).

Unification of National Centres (Unione Italiana Lavoratori Trasporti Ausiliari Traffico e Portuali, Italy).

Appointment of National Co-ordinators (Federación de Asociaciones y Sindicatos de Trabajadores de Aviación, Mexico).

Document XXX C-II (Supp. 1)

The Committee noted the observations of the Congress Standing Orders Committee and requested the Chairman to convey through the Secretariat the Resolutions Committee's observations with regard to the arguments put forward in paras. 1-4 of Doc. XXX C-II (Supp. 1) and also with regard to the terms of reference of the Resolutions Committee. The Committee recommended that the motions contained in the document should be dealt with as follows:

Hours of Work (British Transport & General Workers' Union) – by Congress in plenary session.

Multi-National Companies (British Transport and General Workers' Union) – by Congress in plenary session.

Japanese Public Transport Workers: Right to Strike (Japanese National Railway Workers' Union; Japanese National Railway Motive Power Union; Japanese Federation of Municipal Transport Workers' Unions) – by Congress in plenary session.

ITF Office in Africa (Railway African Union – Kenya) – by Congress in plenary session.

Regional Activities (Amalgamated Union of Lagos Municipal Bus Workers – Nigeria) – by Congress in plenary session.

Sabotage and Attacks on Ships and Crews (Israel Seamen's Union) – by the Seafarers' Conference.

Amendment to Rule I, paragraph 1, of the ITF Constitution (Confederación Sindical de Trabajadores Ferroviarios Aeronavegación, Luz y Fuerza, Telefonos, Aeropuertos de Bolivia) – by Congress in plenary session.

Establishment of a Bolivian Port (Confederación Sindical de Trabajadores Ferroviarios Aeronavegación, Luz y Fuerza, Telefonos, Aeropuertos de Bolivia) – by Congress in plenary session.

Amendment to Rule II, paragraph 3, of the ITF Constitution (Confederación Sindical de Trabajadores Ferroviarios, Aeronavegación, Luz y Fuerza, Telefonos, Aeropuertos de Bolivia) – by Congress in plenary session.

A Charter for Channel Safety (British National Union of Seamen) – by the Seafarers' Section Conference.

A. KITSON,
Rapporteur.

RAILWAYMEN'S SECTION CONFERENCE

The Conference was attended by 116 delegates and advisers from 22 countries.

S. F. Greene (NUR, Gt. Britain), Section Chairman, was in the chair. Opening the Conference, the Section Chairman pointed out that the Vice-Chairman, in office exactly as long as himself, but retired from his union, was now giving up his office in the Section. On behalf of the Section he wished him all the best, requesting the Section to note that Congress would be honouring Bro. Haudenschild's services later when the President would formally present him with the ITF Gold Badge.

The Agenda was *adopted*.

1. Election of Rapporteur

S. F. Greene was elected Rapporteur.

2. Report on Activities (*Doc. XXX C-8, paras. 60-66 and Doc. XXX C-8/Rw*)

Introducing the Report, the Section Secretary emphasized that, important as transport policy questions were, there was also a need to find a viable way of tackling, on an international basis, the practical aspects of working conditions. Not forgetting the ITF's responsibility to its affiliates overseas, new forms of co-ordination would be required in the European context, with regard to assuring a balanced development and proper liaison with unions inside and outside the European Economic Community, quite regardless of whether the Community was enlarged. Some sort of cost-benefit analysis should be undertaken in order to see that the best use was made of limited resources. He referred to recent developments in the road transport section with regard to working conditions which were very much relevant to the rail section since, in the long run, the question would arise of harmonizing the working conditions between the two sectors and also with those in inland navigation. There was reason to suppose that the matters would be controversial but controversy would only be beneficial in the long run if it led to a real discussion and looked for real solutions to real problems at international level.

He further stressed the great significance of holding the last Railwaymen's Section Conference in Mexico City. This had given the representatives of European unions the chance to come into much more immediate contact with their colleagues in Latin America and to gain a much deeper insight into the latter's problems. This point was also taken up by the Chairman who also thanked Eli Oliver of the USA for the excellent report which had prepared the way for a very fruitful discussion on Latin American Railwaymen's Problems.

At the request of **A. Catakcinler** (Railway Workers' Trade Union Federation, Turkey) it was decided to recommend Congress to send a telegram to the Turkish government supporting the current pay claim put in by the Turkish Railway Workers' Trade Union Federation. The Secretariat undertook to include details of the union's present difficulties in the Report to Congress.

The cost of living has increased 30% between 1968 and the beginning of 1971 and is officially estimated to increase further by 35% in 1971, 25% in 1972 and a further 25% in 1973. The union is asking for a 50% increase on the railway workers' present rate and is unable to call a nation-wide strike because martial law has been proclaimed in major cities throughout Turkey and the employers have decided on a lock-out. The ITF General Secretary has already sent a cable to the Prime Minister of Turkey, requesting him to use all efforts to settle the pay claim favourably. It is suggested that Congress now cable the Prime Minister in similar terms.

D. Langendorf (Railwaymen's Union, Germany) requested the Secretariat to give particular attention in the Section Working Programme to the development of high-speed rail transport techniques and their integration into existing railway systems.

Among the points brought up by **P. Gupta** (All India Railwaymen's Federation) were difficulties in trying to obtain the officially recognized minimum existence wage for a large number of the 1.3 million railwaymen in India. Further particular difficulties arose from the employment of 400,000 casual workers on the railways and the enormous span between the highest and lowest paid workers, as well as the wide-scale withdrawal of railwaymen's political rights.

W. J. Opiyo (Railway African Union, Kenya) raised the particular problem of redundancies and displacements arising from dieselization and the need for proper retraining facilities for displaced staff; the need to find a proper integration of road and rail transport and the adverse effects on railwaymen's pay brought about by the railways' lack of freedom to fix their own tariffs and their concentration on unprofitable bulk transport, better paying traffic being creamed off by road transport. He was very anxious to see an exchange of technical know-how through the ITF.

H. Kohen (National Union of Government Employees, Israel) referred to the Motion on Sabotage and Attacks on Ships and Crews being considered in the Seafarers' Section and asked those present to support it when it was considered in Plenary. He expressed sympathy and understanding with regard to the problems raised by previous speakers from developing countries and referred to the efforts of Histadrut to promote trade union education in the developing countries and stressed the need for strengthening the ITF and being more active generally.

E. Okei-Achamba (Nigerian Railway Permanent Way Workers' Union) regretted his inability to attend the Mexico Section Conference and made the general point that Africans were seldom seen on such occasions, even when, like his own union, they had a good record of payment of affiliation fees. He compared the situation in Nigeria with regard to what Gupta had said about railwaymen being required to live below minimum subsistence level. He also spoke of various problems arising from the aftermath of the Nigerian Civil War, the continuing state of famine in the country, tribal problems and failure to restore democracy. There was a vast amount of construction and rehabilitation work to be done and he begged the ITF to be generous in helping the Nigerian trade unions, particularly with regard to trade union education.

He was supported by **J. Martínez** (Mexican Railwaymen's Union) who reported on current progress being made in implementing the various demands set out in the Resolution on Mexican Railwaymen's Problems adopted by the Mexico Conference (Doc. XXX C-8, Resolution No. 12).

At the request of **S. Nakagawa** (National Railway Workers' Union, Japan), the Conference *unanimously agreed* to support the Motion submitted by the Japanese unions concerning the right to strike (XXX C-II (Supp. 1) Motion No. 3). Japan's record of economic growth had been achieved very much at the expense of the workers and with other adverse side-effects, particularly environmental pollution. The management programme of the Japanese National Railways indicated a future reduction in staff of 165,000 over a 10-year period. The JNR also used very unfair labour practices and victimised trade union members who went on strike as they had done most recently this Spring.

Ch. Smith (Canadian Railway Labour Association) referred to two matters that had been taken up at the Mexico Section Conference, one of which was the problem of rail safety, on which a resolution had been adopted (Doc. No. XXX C-8, Resolution No. 11). Gravely concerned by the growing number of rail accidents, the Canadian unions had been pressing for a Public Inquiry, although this had been rejected by the Canadian Transport Commission. The unions had even been unable to obtain copies of the report on the official accident investigations. Recently, however, they had managed to get a Hearing before the Canadian Transport Commission. One of the main areas of concern was the insufficient number of permanent way staff to maintain the track in a safe condition.

The Conference *unanimously agreed* to confirm the Resolution on Rail Safety.

A further point was the deliberate down-grading and, indeed elimination of passenger services, more particularly the world-famous CPR and CNR trans-continental services. His union believed that rail passenger services had a great future, notwithstanding these developments.

A. Ayoub (Tunisian Railwaymen's Union) urged the ITF to do more work in Africa and to keep African affiliates better informed of the ITF's work, particularly since the closing of the ITF Lagos Office. He referred to the great solidarity between the North African unions generally, to current difficulties both with regard to working hours and rest periods and to the training of footplate staff, as well as to his Union's rejection of new Service Regulations (Statut du Personnel) currently being proposed by the Tunisian Government.

G. J. Maudsley (ASLEF, Gt. Britain) expressed considerable sympathy for the enormous problems being faced by unions in the developing countries. Referring to the Japanese situation, he felt that the present British Government's policy was going very much the same way. He thought it unacceptable that railwaymen should be required to subsidize the railways. He urged support for the Canadian proposal with regard to the Resolution on Rail Safety and urged the ITF to pay special attention to the problems raised by the delegates from Kenya, Nigeria and India.

C. L. Dennis (CRU, USA) urged the Conference to support the Japanese Motion on the Right to Strike. Similar problems were appearing in the United States. Rules on working conditions which railwaymen had enjoyed as long as 40 or 50 years were suddenly being withdrawn without compensation. The US President had put forward anti-strike legislation which the unions had managed to defeat in Congress, although the present situation was only partially satisfactory in that the railwaymen had the selective right to strike.

F. Prechtl (Austrian Railwaymen's Union) reported on behalf of the Transport Policy Sub-Committee and referred delegates to the "Transport Policy Objectives with regard to the European Railways" annexed to the Supplementary Report on Activities (XXX C-8/Rw). Thanking his colleagues on the Sub-Committee, he expressed specific appreciation of the work done by **W. Mikkelsen** of the German Railwaymen's Union, more particularly with regard to his paper on the Book-Keeping Deficits incurred by the German Federal Railways. There were a variety of problems that could arise in the light of a country's particular situation with regard to full employment. Where there was full employment, the railways were often seriously under-staffed and could only be kept going by excessive overtime which represented a menace to safety. In other countries where the employment situation was not so good, the railways' contribution to overall social and economic policy had also an adverse effect on the conditions enjoyed by railway staff. He urged the railwaymen represented at the Conference not to take a selfish attitude but to concern themselves with overall safety and environmental problems. (With particular reference to the appalling road accident casualty figures.) He underlined the extent to which structural transformation of the energy sector would affect the railways traditional carriage of bulk commodities. He also stressed the three-way link between a properly integrated transport system, developments in the energy sector and regional development policy. With regard to urban transit, he emphasized the need for ensuring *attractive* public transport services. Finally with regard to all aspects of transport policy and technological development, he emphasized the primacy of the human being.

The Report on Activities, together with the Report of the Sub-Committee and the annexed "Transport Policy Objectives with regard to the European Railways" were *unanimously adopted*.

3. Motions

There were no motions.

4. Working Programme

The following Working Programme was *agreed*:

1. Working and Duty Hours—

Long-term programme with regard to reducing all components of duty hours. Standardization of terminology on spreadover, shift work, stand-by duty, rest periods etc.;

2. Social repercussions of modernization measures, with special reference to the introduction of automatic couplings;
3. High-speed rail transport;
4. Safety of Rail Transport.

At the suggestion of **R. Buckton** (ASLEF, Gt. Britain) it was *agreed* that the Committee would examine in conjunction with item 4 the subject of vandalism in urban transport services.

5. Elections

On the basis of nominations received, it was decided that the Section Committee should be composed as follows:

<i>Country</i>	<i>Member</i>	<i>Deputy Member</i>
<i>(a) Africa</i>		
West Africa	E. C. Okei-Achamba (Nigeria)	
East Africa	W. J. Opiyo (Kenya)	
<i>(b) Asia</i>		
China (Republic of)	Huoo-Muh Liou	T. Yao
India	Priya Gupta	D. D. Vasisht
Japan	S. Nakagawa	K. Meguro
Malaysia	Yahaya bin Mohd. Ali	S. R. Perumal
<i>(c) Europe</i>		
Austria	K. Kirchner	E. Ulbrich
Benelux	A. Pourvels (Belgium)	G. J. H. Alink (Netherlands)
Denmark	E. Greve Petersen	B. Aanas
Finland	U. Keijonen	A. Jaakonsalo
France	L. Buonaccorsi	R. Decoudun
Germany	H. Frieser H. Wittkopp	H. Vomberg
Gt. Britain	S. F. Greene	A. P. Coldrick R. Buckton
Israel	H. Cohen	
Italy	P. Iannone	A. Nezi
Norway	E. Halvorsen	O. Anfinen
Sweden	A. Waimon	L. Linderstal
Switzerland	L. Joye	
Spain	A. Hernandez Vizcaino	
<i>(d) Latin America</i>		
Argentina, Chile, Uruguay	G. Alonso (Argentina)	R. Jara (Chile)
Bolivia, Peru	E. Casanova (Bolivia)	M. Alcazar (Peru)
Columbia, Ecuador, Venezuela	A. Salinas (Venezuela)	L. Estupinan (Ecuador)
Mexico, Central America	M. Villanueva (Mexico) M. T. Alvarado (Costa Rica)	J. Martinez (Mexico) L. Pais (Honduras)

(e) *North America*

Canada	M. Rygus D. Secord	W. C. Y. McGregor R. A. Gingerich
USA	D. S. Beattie H. Crotty	J. F. Otero M. Guinan

S. F. Greene was unanimously re-elected Chairman and **E. Greve Petersen** (Denmark) was elected Vice-Chairman.

6. Any Other Business

The Chairman accepted with thanks the invitation of the Turkish Railway Workers' Trade Union Federation to hold the next Section Meeting in Turkey.

S. F. GREENE,
Rapporteur.

ROAD TRANSPORT WORKERS' SECTION CONFERENCE

The Conference was attended by 71 delegates and advisers from 30 countries.

H. Koppens (NBV, Netherlands) Section Chairman, was in the chair.

Agenda

1. Election of Rapporteur
2. Report on Activities
3. Motions
4. Working Programme
5. Elections
6. Any Other Business

1. Election of Rapporteur

H. Ericson (Swedish Transport Workers), Vice-Chairman, was elected Rapporteur.

2. Report on Activities (*Doc. XXX C-8 paras. 67-81 and Doc. XXX C-8/Rt*)

J. Fonseca (Federación de Choferes y Anexos, Peru) drew the attention of the Conference to the conclusions adopted by the First Latin American Road Transport Worker's Seminar held in La Catalina, Costa Rica, from 15-20 March 1971. The Secretariat undertook to distribute to the Section translations of the major conclusions.

E. Baudet (Transport Workers, Belgium) stressed the need for more action with regard to the carriage of dangerous goods.

Hashim bin Idris (Traction Co. Employees Union, Singapore) and **V. David** (Transport Workers, Malaysia) informed the Conference with regard to a recent ICFTU Asian Conference.

J. Waters (Motor Transport & Chauffeurs Association, Australia) stressed the importance of the ITF as an international forum for adopting statements of principles but felt that it was unfair to require the ITF to do the individual unions' jobs for them. It was up to the unions to do the actual negotiating.

The **Section Secretary** informed the Conference of the latest situation with regard to the convening of the Ninth Session of the ILO Inland Transport Committee, most probably in the early part of 1972, and of various difficulties with regard to ratification of the ITF Agreement on Legal Assistance to Drivers Abroad.

During the past three years the Section had been extremely active and although the Reports tended to give the impression that the Section had been concentrating on the revision of the AETR, the most significant development had in fact been the recent decision to concentrate on a radical improvement of the position with regard to drivers' working hours. The future outlook for constructive work being done on the practical problems seemed extremely promising in view of the far-reaching measure of agreement which had now been achieved between the unions concerned with regard to this particular aspect.

The Report on Activities was *adopted* unanimously.

In conjunction with the Report on Activities, the Conference *unanimously adopted* the revised text of ILO Convention 67 (Annexed to Doc. XXX C-8/Rt), i.e. the Conference adopted in their entirety the Sub-Committee's proposals listed under para. 2 together with the further proposals set out in para. 3.

H. Ericson was Rapporteur on behalf of the Sub-Committee and explained in detail the purpose of the proposed amendments and insisted on the principle that there should be an absolute daily limit on hours of work, regardless of the kind of work involved. There must not be a need to require workers in road transport to be saddled with nineteenth century working conditions on the grounds that there was something special about road transport operations. Practically all the proposed amendments were intended to close loopholes under the old Convention which opened the way for serious abuses. In conclusion he stressed the material improvement in constructive work within the Section and stressed the need for obtaining a high level of trade union organization in all countries, beginning with Europe, where there was still a great deal to be done in this respect. We could not rely on bureaucrats and supranational institutions to do our work for us. It was the job of the trade unions to represent the workers' interests and they must be able to negotiate with governments and employers from a position of strength.

3. Motions

J. Jones (Transport & General Workers' Union, Gt. Britain), introducing the motion on Working Conditions in the Road Haulage Sector, stressed the need for a high level of trade union organization and firm industrial

action in addition to pressing for appropriate legislation, if we were ever to see practical application of the principles contained in the Motion on which there now appeared to be far-reaching agreement. We must be concerned to get away from abuses where men are treated as machines and ensure that the workers concerned enjoy adequate leisure time.

M. Vergracht (Tramways Section of the CGSP, Belgium) put forward an *amendment* (subsequently *adopted*) with regard to the weekly rest period. **B. Frank** (Transport and Public Service Workers' Union, Germany) suggested the replacement of the expression "firm limitation", by, "decisive reduction", (viz. of all hours of work). After an exchange of views with the sponsor, the *proposed amendment* was *withdrawn*. Other amendments proposed by B. Frank relating to the insertion in the first and fifth paragraphs of the words, "with no loss of earnings", were accepted by the sponsors and the Motion correspondingly amended. An *amendment* of the sixth paragraph suggested by **J. Waters** to replace the word, "tempted", by the word "permitted", was also *accepted* by the sponsors and the Motion *accordingly amended*. A number of speakers, including **C. Kirwan** (Irish Transport & General Workers' Union), **M. Vergracht** and **J. Waters** spoke in support of the Motion. **P. Felce** (Transport Workers' Union, France) supported the spirit of the Motion but felt that the text to some extent contradicted previous policy with regard to double-manning and felt that the text should be recast to take account of other aspects of reduced working hours, namely the provision of longer annual holidays and earlier retirement facilities for drivers. The sponsors could not accept an extension of the Motion on these lines and the *proposed amendments* were *not adopted*.

4. Working Programme (*Doc. XXX C-8/Rt, Annex 2*)

The items listed at the end of the documents were *adopted* together with two further items:

the Construction of Vehicles; and
the Transport of Dangerous Goods.

5. Elections

On the basis of nominations received, it was decided that the Section Committee should be composed as follows:

<i>Country</i>	<i>Member</i>	<i>Deputy Member</i>
Australia	J. Waters	—
Austria	O. Luczensky	W. Follrich
Belgium	E. Baudet	M. Vergracht
Denmark	K. Ellegaard	—
Ecuador	L. Salas M.	—
Finland	M. Veirto	E. Vahter
France	P. Felce	W. Gitler
Germany	B. Frank	K. Haussig

Gt. Britain	W. Matthies	H. Vomberg
	J. Jones	A. Kitson
Italy	G. Kiely	K. Jackson
Israel	M. Di Mario	—
Japan	Y. Woschina	—
Netherlands	T. Otsuka	K. Kai
Nigeria	S. Barendrecht	C. Z. de Vries
Norway	V. M. I. Jack	—
Sweden	A. Bakke	W. Kolstad
Switzerland	H. Ericson	S. Jönsson
Tunisia	E. Gygax	G. Fankhauser
Venezuela	Lejri Ismail	Mili Sadok
	J. J. Gonzales	—

On behalf of his colleagues within the Section, **B. Frank** paid tribute to the retiring Chairman, Henk Koppens, for his hard work, practical cooperation and good comradeship. Brother Koppens had been active within his own union for more than 40 years, had represented the ITF within the EEC, the ILO and the ECE and had been Section Chairman since 1954. He had thus carried a very heavy international burden of work for over 23 years. **H. Ericson** associated himself on behalf of the Committee with these words.

The **General Secretary** thanked Brother Koppens on behalf of the ITF for the considerable work which he had done for the ITF over the past 23 years and indicated that this would be suitably acknowledged at a later point in the Congress proceedings when Brother Koppens would receive the ITF Gold Badge.

The Section *unanimously elected* **H. Ericson** as Section Chairman and **B. Frank** as Section Vice-Chairman.

6. Any Other Business

There was no other business.

H. ERICSON,
Rapporteur.

INLAND NAVIGATION SECTION CONFERENCE

The Conference was attended by 27 delegates and advisers from 10 countries.

H. Diers (German Transport & Public Service Workers' Union) was in the chair.

The Agenda was *adopted*.

The Chairman, opening the meeting, put forward certain basic considerations which he wished to draw to the attention of the ITF General Secretary. He referred to a feeling in the Section that, although there was a great deal to be done in Europe, an effort should be made to bring the Section's future work onto a more truly world-wide basis. At the same time, he thought there ought to be some sort of cost-benefit analysis

in order to get rid of questions on which no material agreement could be reached. The Section should concentrate on what was practical and practicable. In this connection he referred to the ILO Agreement on the Working Conditions of Rhine Boatmen, as revised in 1963. Seven years had elapsed without any government interest in bringing it into effect. He felt that the recent show of interest in the Agreement might hamper future progress on examination of working conditions within the framework of the European Economic Community. The situation with regard to manning scales as proposed in Brussels was not satisfactory. The German union could not go along with the proposal that had been made by the German Government representative on this question. On the whole, the Chairman supported the higher daily limits on working hours with few exceptions rather than lower limits with many exceptions. There was then the question of rest periods and the time of day when these rest periods were to be taken; further the question of enforcement machinery; and on all these issues there had been a lot of change recently. Another important issue was raised by the impending completion of the Rhine-Main-Danube Canal in 1982 which would give rise to a number of problems. On the other hand, the importance of inland navigation was given by the fact that it was the branch of inland transport most likely to show the largest increase in total traffic, something in the order of 30% over the next few years.

P. Mol (Dutch Transport Workers' Union), Vice-Chairman, took a different view on the issue of free time and rest periods but felt it would be better to discuss such matters at a later stage among those closely concerned. He stressed the primacy of the two ILO Agreements on Rhine Boatmen's Conditions.

The **General Secretary**, replying to the introductory remarks, promised that the ITF would do everything in its power to meet the wishes of the Section, especially as regards the holding of meetings.

1. Election of Rapporteur

H. Diers was elected Rapporteur.

2. Report on Activities (*Doc. XXX C-8, paras. 83-90 and Doc. XXX C-8/IN*)

Introducing the Report on Activities the Chairman recommended adoption.

W. Greendale (Transport & General Workers' Union, Gt. Britain) spoke of the effects of rationalization in conjunction with the Resolution on Modernization and Technological Change adopted by the Inland Navigation Section Conference held in August 1968 (Doc. XXX C-8, Resolution No. 15) and pointed out that the concept of "natural wastage" was not satisfactory in adjusting manpower requirements in this context.

On the Thames there had been a reduction from 1,200 to 500 persons in the work force employed in inland navigation with the same throughput. Productivity deals were bringing about manning reductions and he felt that this was not desirable.

T. O'Leary (Transport & General Workers' Union, Gt. Britain) stressed that new methods of ocean transport were bound to have adverse effects on the job availability situation in inland transport.

E. Venturini (Marine Electricians Union, Argentina) requested the Chairman to request the Secretariat that Latin American affiliates should have more information with regard to conditions in inland navigation. He referred to a system of working current on the River Plate whereby workers had three days on followed by one day off.

T. O'Leary reiterated with regard to LASH that this new method might displace established boatmen and that it would be necessary to keep LASH handling in local hands.

The Chairman indicated that the ITF "Brussels" Committee would be preparing a comprehensive report on the tonnage scrapping policy of the EEC and various other aspects of EEC policy with regard to the inland navigation industry, more particularly the future relations between the EEC Commission and the Central Rhine Commission.

The Report on Activities was *adopted unanimously*.

3. Motions

The Motion submitted by the Austrian Transport Workers' Union (HTV) was *adopted unanimously*.

4. Elections

The following were elected to the Section Committee :

<i>Country</i>	<i>Member</i>	<i>Deputy Member</i>
Austria	A. Lux	W. Darmstädter
Argentina	E. Venturini	
Belgium	L. Eggers	
Finland	P. Kinnari	
France	J. Duniau	P. Bauchet
Germany	H. Diers	H. Möllers
Gt. Britain	T. O'Leary	
Netherlands	P. Mol	
Switzerland	K. Rebsamen	

H. Diers and **P. Mol** were respectively re-elected Chairman and Vice-Chairman.

5. Any Other Business

It was recommended that the next Section Meeting should be held, preferably next March, either in London or some other convenient place.

H. DIERS,
Rapporteur.

DOCKERS' SECTION CONFERENCE

The Conference was attended by 50 delegates from 24 countries: Argentina, Australia, Austria, Belgium, Denmark, Finland, Germany, Ghana, Great Britain, Honduras, India, Israel, Italy, Malta, Netherlands, Norway, Peru, Philippines, El Salvador, Sweden, Switzerland, Uruguay, United States and Venezuela.

T. O'Leary (Great Britain) took the chair.

Report on Activities (1968 to 1970)

The Report on Activities for 1968 to 1970 gave rise to considerable discussion on the whole question of the introduction of new methods of cargo handling, in particular containerization and the LASH system. A number of delegates from developing countries stressed the disastrous impact that these methods would have in countries where unemployment or underemployment ran at levels unheard of in the developed world. For that reason it was essential that dockers' affiliates in the developing countries should be drawn more into the discussions on the drawing up of an ITF Model International Agreement for Dock Work. There was agreement, too, that the threat to dockers' job opportunities and standards posed by containerization and LASH was so immediate and so universal that there must be an equally immediate and universal response from the dockers' unions. The Conference decided that work on the model agreement should be pressed ahead with all speed and that the ITF's docker affiliates should pledge all their united efforts to secure its implementation.

With regard to the Supplementary Report on Activities (Doc. XXX C-8/D), the Secretariat confirmed that the 1972 ILO General Conference was to have an item on its agenda devoted to "Social Repercussions of New Methods of Cargo Handling". Copies of a report prepared by the ILO on this item were distributed and it was *agreed* that the Chairman should appoint a small committee to give the ITF's answer to a questionnaire that the report contained. (See Annex).

It was *agreed* to approve the Report on Activities for 1968 to 1970.

Working Programme

It was *agreed* that whilst the Section would inevitably concentrate most of its attention on the problems of containerization, etc., it should also consider such matters as training, safety and stabilization and regularization of employment.

Elections

It was *agreed* that the Section Committee should comprise:

<i>Country</i>	<i>Member</i>	<i>Substitute</i>
Argentina	E. Tolosa	
Austria	R. Gryc	W. Darmstädter
Barbados	F. Walcott	

Belgium	A. Vervliet	
Denmark	A. Kruse	
France	J. Duniau	P. Bauchet
Finland	P. Teikari	M. Veirto
Germany	H. Diers	B. Frank
Ghana	J. R. Baiden	E. O. Manukure
Great Britain	T. O'Leary	
Honduras	O. Gale	
India	M. Chatterjee	K. A. Khan
Italy	A. Ortolani	L. Betti
Netherlands	W. Hulsker	
Norway	H. Nicolaysen	O. Bakke
Peru	E. Costilla	
Philippines	R. S. Oca	D. Martinez
Sweden	G. Gustafsson	
Tunisia	M. Derouiche	
Uruguay	J. M. Sotolani	
Venezuela	M. Correa	

It was *unanimously agreed* to elect **T. O'Leary** (Great Britain) as Chairman of the Section and **W. Hulsker** (Netherlands) as Vice-Chairman.

Next Conference

It was *agreed* to propose that a Section Conference should be held in April 1972 and that its main business should be to prepare the position to be taken on the item of the 1972 ILO General Conference concerning "Social Repercussions of New Methods of Cargo Handling".

Ghana Port Workers' Dispute

J. R. Baiden (Ghana) reported on the recent dismissal of 400 drydock workers in the port of Tema who had gone on strike as a result of an undue delay on the part of the employers in implementing a collective agreement negotiated with the union.

It was *agreed* to express the Section's unqualified sympathy and solidarity with the Ghana Maritime and Dock Workers' Union and to call on the Government of Ghana to take every necessary measure towards the immediate reinstatement of the dismissed workers on fair terms.

Rapporteur

It was *agreed* that the Chairman should act as Rapporteur.

T. O'LEARY,
Rapporteur.

ITF REPLY TO QUESTIONNAIRE IN ILO DOCUMENT V (1) ON "SOCIAL REPERCUSSIONS OF NEW METHODS OF CARGO HANDLING"

Annex to XXX C-14/D/Report

Question 1:

Do you consider that the International Labour Conference should adopt an international instrument concerning the social repercussions of new methods of cargo handling in docks?

Answer:

Yes, but see answer to Question 2.

Question 2:

Do you consider that such an instrument should take the form of a Recommendation?

Answer:

There should be a Convention covering general principles and a Recommendation elaborating those principles.

Question 3(a):

Do you consider that for the purpose of the instrument –

- (a) the term "dockworker" should be defined to mean any worker engaged in handling cargo in a port, whether on shore or on board ship?

Answer:

In the ITF's view, a better definition would be:

"A dockworker should be defined as a worker engaged in handling cargo in any port, place or harbour, whether on shore, on craft, or on board ship."

Question 3(b):

Do you consider that for the purpose of the instrument –

- (b) the term "regular dockworker" should be defined to mean any worker regularly available for the work described in (a) of this question and depending on such work for his main income?

Answer:

In the ITF's view, there should be no casual dockworkers. All dockworkers in regular employment should be in regular employment on properly negotiated and prescribed standards.

Question 4:

Do you consider that the substance of the Conclusions concerning the Social Repercussions of the Introduction of Unit Load Systems, adopted by the Tripartite Technical Meeting on Dock Labour (Rotterdam, April 1969), would form an acceptable basis for the consideration of this question by the International Labour Conference?

Answer:

Yes.

Question 5:

If so, do you have any amendments to propose to the individual provisions of these Conclusions, or any comments to offer concerning the text as a whole?

Answer:

The ITF does not wish to propose any such amendments at this stage but insists that the necessary steps be taken by the ILO to make available all relevant information to those concerned in good time before the General Conference meets.

Question 6:

Do you consider that, in so far as appropriate, these provisions should be applied not only to regular but also to occasional dockworkers?

Answer:

See answer to Question 3(b), but where casual dock work is nevertheless practised, the provisions of any instrument should apply.

Question 7:

Are there any particularities of national law and practice which in your view are liable to create difficulties in the practical application of an international instrument as conceived in this report?

Answer:

The ITF considers it essential that the ILO provide the incentive for the adoption of an international instrument which will provide the necessary guarantee for full employment and adequate social standards in the port industry.

Question 8:

If so, how do you suggest that these difficulties be met?

Answer:

Whatever difficulties there may be in national law and practices, the ITF wishes to emphasize that no government should interfere with dockers' trade unions in protecting and furthering their members' interests.

SEAFARERS' SECTION CONFERENCE

The Conference, held on 30 July at 2 p.m., was attended by 76 delegates and advisers from the following 22 countries: Argentina, Barbados, Belgium, Canada, Denmark, Estonia, Finland, Germany, India, Israel, Italy, Jamaica, Japan, Mexico, Netherlands, Norway, Spain, Sweden, Switzerland, Tunisia, United Kingdom and the United States of America. D. S. Tennant (United Kingdom) was in the chair.

Agenda

1. Election of Rapporteur
2. Report on Activities
3. Report of the Special Seafarers' Section
4. Motions
5. Working Programme
6. Elections
7. Any other business

1. Election of Rapporteur

W. Hogarth was elected Rapporteur.

2. Report on Activities

The Conference reviewed the work of the Section since the last Congress on the basis of the Report on Activities. During the discussion, attention was given to the emergence of new container consortia and the ITF's role in assisting affiliates in a co-ordinating capacity in this respect and the importance of affiliate participation at meetings of IMCO. Furthermore, a Draft Statement on the detrimental effects on seafarers of cut-trades shipping was adopted unanimously, an account of the proceedings at the recent ITU World Administrative Radio Conference for Space Telecommunications was rendered by the ITF observer present at that Conference (a full report on which will be sent later on to the affiliates concerned) and a brief report was made concerning a serious explosion on board a Danish tanker in Gothenburg (Sweden) recently. As a result, the Secretariat was asked to take the necessary steps with regard to improved classification of dangerous goods and better instruction for seafarers on explosion risks.

The Report on Activities was *unanimously adopted*.

3. Report of the Special Seafarers' Section

The Report of the Special Seafarers' Section will be discussed by the Joint Conference of the Seafarers' and Dockers' Section.

4. Motions

Motions No. 6 on Sabotage and Attacks on Ships and Crews and No. 10 on A Charter for Channel Safety had been referred to the Seafarers' Section Conference by the Resolutions Committee.

In connection with the first Motion it was felt that piracy at sea or in the air, was utterly intolerable whatever the circumstances and that the ITF must contribute towards an early solution of the problem. After some discussion the Motion was *adopted* unamended.

As regards the second Motion, it was agreed that this should be submitted to the Executive Board together with an account of the discussion which took place on it at the Seafarers' Section Conference, when several delegates, although agreeing fully with the principle and spirit behind the Motion, expressed doubts concerning the advisability of including certain sections concerned with territorial waters, and the compulsory carriage of pilots.

Two Motions which had been submitted direct to the Seafarers' Section Conference were later withdrawn.

5. Working Programme

During the discussion of the proposed Working Programme for the Section it was felt that a revision of the present International Seafarers' Charter was now overdue, with regard to recent developments at IMCO and the ILO and the continued rise in the standard of living all over the world.

The Conference agreed that a small drafting committee should be set up to revise the Charter and the following members were nominated:

<i>Country</i>	<i>Member</i>
Argentina	E. Venturini
Canada	L. J. McLaughlin
India	J. D. Randeri
Sweden	G. Karlsson
Tunisia	I. Lejri
United Kingdom	W. Hogarth, K. A. Murphy
United States	S. Wall

It was decided to limit the size of this Committee in order to speed up the process of drafting, so that the final draft would be available for discussion as soon as possible.

The rest of the Working Programme (Annex 3 to XXX C-8/S) was approved.

6. Elections

The following members were elected to the Section Committee:

<i>Country</i>	<i>Member</i>
Argentina	E. Venturini, J. Luiciani, A. Ravina
Barbados	F. L. Walcott
Belgium	W. Cassiers
Canada	L. J. McLaughlin
Denmark	P. Moller-Hansen
Finland	O. Keitele, S-E. Nylund
Germany	H. Rake
India	K. Khadilkar
Israel	H. Cukier, Y. Yagol
Italy	F. Giorgi
Japan	S. Kono, K. Takemata
Jamaica	R. Francis
Mexico	A. Fernandez, A. Hernandez
Netherlands	W. Ch. van Zuylen
Norway	H. Aasarod, O. Tennfjord
Sweden	G. Klang, S. Wiebe
Switzerland	K. Rebsamen
Tunisia	Lejri Ismail
United Kingdom	W. Hogarth, J. Slater
United States of America	E. Shepard, S. Wall, J. Curran

The following members were elected to the Asian Seamen's Committee:

<i>Country</i>	<i>Member</i>
Denmark	S. Fonsskov
Germany	H. Rake
India	L. Barnes
Netherlands	W. Ch. van Zuylen
Norway	A. Aasarod
Sweden	G. Klang
United Kingdom	W. Hogarth, J. Slater
United States of America	E. Shepard, S. Wall

The following members were elected to the Automation Committee:

<i>Country</i>	<i>Member</i>
Belgium	W. Cassiers
Canada	L. J. McLaughlin
Denmark	P. Moller-Hansen
Germany	H. Rake
Italy	F. Giorgi
Japan	S. Kono
Netherlands	W. Ch. van Zuylen
Sweden	S. Wiebe
United Kingdom	R. Spruhan, J. Slater
United States of America	E. Shepard, S. Wall

W. Hogarth (United Kingdom) was elected Section Chairman and **K. Mols-Sørensen** (Denmark) Section Vice Chairman in succession to **D. S. Tennant** (United Kingdom) and **J. Curran** (United States) respectively.

7. Any Other Business

A request made for the holding of a meeting of the ITF's Asian seafarers' affiliates to discuss the high unemployment among seamen in the area was referred to the Asian Seamen's Committee.

Several delegates and the General Secretary paid tribute to the outstanding ability of the outgoing Section Chairman and the many years of service he had rendered the seafarers both nationally and internationally.

In his reply, the retiring Chairman announced that the old officers' international – the IMMOA – which merged with the ITF in 1946 but which was not wound up completely until recently, had donated its remaining assets – some £1,000 – to the ITF to be used for the benefit of Asian seafarers, perhaps for such a purpose as envisaged in connection with the previous request for a meeting of seafarers' organizations in Asia.

W. HOGARTH,
Rapporteur.

JOINT DOCKERS' AND SEAFARERS' CONFERENCE

The Conference, which began at 9 a.m. on 3 August 1971, was attended by 83 delegates and advisers from seafarers' and dockers' organizations in the following 28 countries: Argentina, Australia, Barbados, Belgium, Canada, Denmark, Estonia, Finland, Germany, Ghana, India, Ireland, Israel, Japan, Malta, Mexico, Netherlands, Norway, Peru, Philippines, El Salvador, Spain, Sweden, Switzerland, Tunisia, United Kingdom, United States and Uruguay.

T. O'Leary, Co-chairman of the Fair Practices Committee, was in the chair.

1. Election of Rapporteur

T. O'Leary was elected Rapporteur.

2. Report on Activities

The Report on the activities of the ITF Special Seafarers' Section was approved. During the discussion of its supplement (Doc. XXX C-8/SS), several participants rose to speak. The following are some of the main points expressed during this discussion.

A number of delegates expressed concern that the wage rates set out in the Draft Agreement attached to Doc. XXX C-8/SS were too low to act as a deterrent to prospective flag-of-convenience operators, some being of the opinion that the North American rates should have been included for the purpose of computing the average rates of pay whilst another body of opinion felt that the wage rates of officers should also have been included in the agreement.

Furthermore, as most freight rates were fixed, so should the wages, otherwise some owners would be making greater profits than others, thereby being encouraged to exploit the seafarers they employ even more.

A *proposal* to double the wage rates set out in the draft Agreement was *carried* by 25 votes in favour, 11 against and 21 registered abstentions. It was also *agreed* to refer the Draft Agreement to the Fair Practices Committee and the General Secretary undertook to include the officers' rates of pay in the agreement.

A number of cases where shipowners – and sometimes governments – had used cheap labour to man their vessels without transferring to other registers were highlighted. This new threat against the standards and employment opportunities of seafarers – the crew-of-convenience concept – was now beginning to attain such proportions that some delegates felt that action of some kind might be necessary at international level. It was pointed out that the ITF Secretariat was indeed already assisting affiliates in the matter of crews-of-convenience. It had also been agreed that in due course a conference would be held for seafarers' organizations in Asia to discuss the root of the problem, namely the high unemployment there, although it was not only in the developing nations that the owners were hiring crews-of-convenience. Several of the seafarers' delegates expressed their gratitude vis-à-vis their docker colleagues in connection with recent action against flag-of-convenience shipping.

The General Secretary, however, emphasized that despite the excellent boycott record of a few affiliates, the campaign would fail altogether unless there was all-out support from the dockers' affiliates. The policy was there. They held the key to success.

A number of dockers' affiliates, including those of Australia, India, North America and the United Kingdom reiterated their support for continuing the campaign against flag-of-convenience operators and asked all others to join with them, whilst the Swedish and Finnish affiliates were of the opinion that they ought to abandon the campaign if no more affiliates were prepared to support it.

3. Motions

A Motion on Flags-of-convenience (see Doc. XXX C-11) had been referred to the Joint Conference by the Resolutions Committee.

During the discussion of this Motion a proposal was made that the first paragraph of the operative part of the motion concerning definition of flags-of-convenience in relation to the ownership of the vessel should be deleted as the present ITF definition agreed at the last Congress was still valid.

In addition it was proposed that all matters of policy be referred to the ITF Fair Practices Committee as it would be pointless to adopt a new resolution on policy as long as previously adopted resolutions on the subject had not yet been followed up by everyone.

The General Secretary proposed that he should be authorised to approach affiliates in ten key ports all over the world asking them to appoint or second one officer for the purpose of checking up on the wages and working conditions of crews serving on the flag-of-convenience vessels, on the safety standards of the vessels, and on any existing ITF agreements and the measure of implementation and to coordinate any supporting action which might be required by seafarers or dockers. Such an arrangement would last for one year only in the first instance and the ITF would provide £1,000 towards the cost of each such officer employed.

Finally, a proposal was made to the effect that the Motion on flags-of-convenience be referred to the Fair Practices Committee, together with the amendment to the first paragraph of the operative part of the Motion and the General Secretary's proposal concerning the question of having special officers in selected ports to check on flag-of-convenience shipping.

The proposal was *carried* by 35 votes in favour and 5 against.

4. Elections

The following were elected to the Fair Practices Committee :

<i>Country</i>	<i>Seafarers</i>	<i>Dockers</i>
Argentina	A. Ravina	E. Tolosa
Belgium	W. Cassiers	A. Vervliet
Canada	L. J. McLaughlin	—
Finland	O. Keitele	—
Germany	H. Rake	B. Frank
Italy	F. Giorgi	M. Di Mario
Japan	K. Kihata	—
Netherlands	W. Ch. van Zuylen	W. Hulsker
Norway	E. Tollerud	—
Sweden	G. Karlsson	H. Ericson
United Kingdom	W. Hogarth	T. O'Leary
	J. Slater	—
United States	E. Shepard	T. W. Gleason
	S. J. Wall	—

It was agreed that the present composition of countries on the Committee was a reasonable one and that therefore no more countries should be added to it.

It was also agreed to maintain the present custom of having two co-chairmen for the Committee, one being the Chairman of the Seafarers' Section (W. Hogarth – United Kingdom), the other, the Chairman of the Dockers' Section (T. O'Leary – United Kingdom).

At this juncture, several delegates paid tribute to the long and faithful service to the Committee of D. S. Tennant (United Kingdom), the retiring co-chairman.

In conclusion, the General Secretary implored the delegates to express in action the militancy they had expressed in words at the meeting.

5. Any Other Business

There was no other business.

T. O'LEARY,
Rapporteur.

FISHERMEN'S SECTION CONFERENCE

The Conference, held on 29 July at 2 p.m., was attended by 29 delegates and advisers from the following 10 countries: Belgium, Denmark, Faroe Islands, Finland, Germany, Japan, Netherlands, Norway, United Kingdom and the United States.

R. Dekeyzer (Belgium) was in the chair.

Agenda

1. Election of Rapporteur
2. Report on Activities
3. Motions
4. Working Programme
5. Elections
6. Any other business

1. Election of Rapporteur

W. Hulsker (Netherlands) was elected Rapporteur.

2. Report on Activities

During the discussion of the Report on Activities, several delegates spoke on the following subjects: the realization of an uninterrupted rest period of at least 8 hours in 24, the measure of ratification of ILO instruments for fishermen, the Common Market and the question of fishing limits, fishermen's training and certification, guaranteed wages, representation at IMCO, the threat posed to fishermen's wages by trawler owners controlling the markets for fish manure, etc.

The Report on Activities was *approved*.

3. Motions

No formal motions had been forwarded to the Conference.

4. Working Programme

In connection with the discussion of the proposed working programme of the Section it was agreed that the International Fishermen's Programme should be revised during the next inter-Congress period and that affiliates should be asked to forward proposals for inclusion in the new programme in order that a draft programme could be discussed by the next Section Conference which it was hoped would be held in late 1972 or early 1973. It was also decided to ask for a meeting of the Section's Working Party on the Safety of Fishermen and Fishing Vessels in October 1971 to discuss the existing IMCO and ILO drafts of Part B of the Code of Safety for Fishermen and Fishing Vessels.

The rest of the Working Programme (Annex to Doc. XXX C-8/F) was approved.

5. Elections

The following members were elected to the Section Committee:

<i>Country</i>	<i>Member</i>
Argentina	J. Vidal Perez
Belgium	H. Dumaray
Denmark	A. Kruse
Faroe Islands	O. Jacobsen
Finland	R. Herdin
Germany	H. Rake
Japan	K. Doi
Netherlands	W. Hulsker
Norway	K. Kristoffersen
United Kingdom	D. Shenton
United States	J. Algina

Any further nominations should be sent to the Secretariat in writing.

H. Rake (Germany) was elected Section Chairman and **W. Hulsker** (Netherlands) Section Vice-Chairman in succession to **R. Dekeyzer** (Belgium) and **H. Wiemers** (Germany) respectively, neither of whom sought re-election.

Several delegates and the General Secretary paid tributes to the long and faithful service the retiring Section Officers had rendered the ITF.

6. Any Other Business

After an exhaustive discussion of the question of dumping of poisonous industrial waste at sea and the unilateral extension of fishing limits by certain countries it was agreed that notes should be prepared by the Secretariat and sent to the competent international agencies, i.e. IMCO, FAO and the organizers of the Third Law of the Sea Conference, stressing the need for further measures in addition to those already taken by the agencies concerned as regards marine pollution in order to achieve a standardised instrument, covering all forms of waste, and emphasizing the need for adherence to fishing limits designed for common application by the UN and denouncing attempts by certain governments to impose ridiculously wide limits, harassing in the process innocent fishermen at work and threatening the freedom of navigation.

Finally, the Danish delegate reported on the successful conclusion of a collective agreement for fishermen, establishing inter alia guaranteed wages, after a long drawn-out dispute.

W. HULSKER,
Rapporteur.

CIVIL AVIATION SECTION CONFERENCE

The Conference of the Civil Aviation Section, held on 30 July 1971 at 2 p.m. in Vienna, was attended by 91 delegates and advisers from the following 25 countries: Argentina, Austria, Barbados, Belgium, Bolivia, Canada, Chile, Denmark, Ecuador, Germany, Guatemala, Israel, Japan, Lebanon, Mexico, the Netherlands, Norway, Panama, Peru, Singapore, Sweden, Switzerland, Tunisia, United Kingdom and the United States.

1. Election of Rapporteur

J. K. Post (Netherlands) was in the Chair and was also elected Rapporteur.

2. Report on Activities

The Report on Activities as contained in paragraphs 148 to 163 in document No. XXX C-8 and in the Supplementary Report on Activities XXX C-8/CA was adopted with the following observations:

2.1 At times, the Safety Committee meetings have been of very short duration and without extensive working papers. The attendance of the members has also not been regular. This situation must be improved.

3. Motions

A motion on the forced diversion by the Libyan authorities of BOAC's flight 045 was *adopted*. An amendment put forward by the Tunisian delegate to replace the word "regrets" by "condemns" in the third paragraph of the resolution and to add the word, "Malta" after "Libya" in the second line of the last paragraph, was rejected by a majority.

4. Working Programme

The Working Programme as contained in Doc. No. XXX C-8/CA Annex was approved with the following amendments:

- 3.1 that the frequency of Committee Meetings (Section, Technical and Safety) be left to the discretion of the ITF Executive Board;
- 3.2 that the full Section Conference should be arranged before the proposed ILO Meeting on Civil Aviation; and
- 3.3 that the problems arising out of chartered air operations should be included in the list of problems facing the industry.

5. Elections

Composition of the Section Committee and Sub-Committees:

Section Committee

Flight Navigators

A. Reisberg — Argentina
S. Mili — Tunisia
S. R. Clifford-Smith — U.K.

Flight Engineers

F. Carrasco — Chile
J. Wahle — USA
R. Porat — Israel

Pilots

F. de Dios — Mexico

Ground Staff

B. Velasco — Bolivia
V. Navarrete — Panama
J. Peterpaul — USA
S. Lundgren — Sweden

Safety Committee

J. Peterpaul — USA — Chairman

OeTV — Germany
(nomination to be sent later)

Y. Shermister — Israel
R. Leiby — USA
R. Smeal — Canada
J. Lootens — Belgium
R. Chadwick — U.K.

Flight Engineers' Technical Committee

S. R. Clifford-Smith — U.K. — Chairman

S. Mili — Tunisia

O. Withers — U.K.

G. Boulay — France

OeTV — Germany (nomination to be sent later)

J. Wahle — USA

W. Schreuder — Netherlands

R. Porat — Israel

Flight Engineers — Australia (nomination to be sent later)

F. Durkin — U.K.

Flight Dispatchers

R. Leiby — USA

Cabin Staff

J. Cousins — U.K.

I. Claesson — Sweden

Administrative and Managerial Staffs

E. McKenzie — U.K.

Other Categories

F. Kaspar — Austria

(deputy — A. Stidl)

Th. Preis — Germany

F. L. Walcott — Barbados
(deputy — C. Mayers)

S. Abi-Nahed — Lebanon

I. Claesson — Sweden

A. Reyes — Mexico

C. Korevaar — Netherlands

J. Orlando — Argentina

J. Wahle — USA

J. K. Post was re-elected Section Chairman and **W. Gill** was elected Section Vice Chairman.

Tributes were paid to Brother D. S. Tennant, the outgoing Vice Chairman, for his life-long service to the trade union movement and in particular to the ITF civil aviation section.

6. Any Other Business

Two speeches concerning problems both for the industry and for the employees were made by Brother Deseau (France) and Brother Fanuele (Argentina) respectively.

ALLIED INDUSTRIES AND SERVICES SECTION CONFERENCE

The Conference met on 30 July and was attended by 30 delegates and advisers from the following countries: Barbados, Gt. Britain, USA, Austria, France, Tunisia, Sweden, Germany and Denmark.

1. Election of Rapporteur

A. P. Coldrick (TSSA, Gt. Britain), Section Chairman, was in the chair and was appointed Rapporteur.

2. Report on Activities

A report on activities was presented to the meeting covering the period from 1968 to 1971. In view of apparent lack of real interest in the section the meeting was first asked to decide whether the section should be retained as a separate industrial section of the ITF. After a long debate it was decided unanimously that:

- 2.1 The section should continue to function as a separate industrial section of the ITF
- 2.2 The Secretariat, on the basis of available information, should define in clearer terms its jurisdiction and areas of activities
- 2.3 The Secretariat should carry out extensive research into big multi-national travel agencies, in order to have comprehensive background information for use in organizing the employees on an international basis
- 2.4 The Secretariat should also send out a questionnaire covering the points raised in the discussion and inviting suggestions from the affiliates.

3. Motions

There were no Motions.

4. Working Programme

It was decided that the working programme of the section should be based on the decision taken under item 2. The Secretariat, after conducting the research and summarizing the answers to the questionnaire, should convene a section committee meeting towards the end of 1971 or the beginning of 1972.

5. Elections

The following were elected to the Section Committee:

<i>Country</i>	<i>Member</i>	<i>Deputy Member</i>
Austria	E. Strasser (HTV)	J. Prinz
Denmark	K. Ellegaard (DASF) L. Larsen (Funktionaerforbund)	
France	R. Decoudun (FAC) E. Questerbert (Fed. de Cheminots)	R. Lanoiselée (FAC) R. Ruffin (Fed. de Cheminots)
Germany	K. Haussig (Vice-Chairman OeTV)	
Gt. Britain	A. P. Coldrick, (Chairman, TSSA) D. A. MacKenzie (TSSA)	
Japan	N. Odake (TBWU)	R. Funayama (TBWU)
Sweden	S. Jönsson (TWU)	
USA	L. E. Dennis (BRAC) T. Fitzgibbon (BRAC)	

It was noted that nominations from the Swedish HTF and the British TGWU would be sent to the Secretariat at a later date.

6. Any Other Business

There was no other business.

RESOLUTIONS ADOPTED

1. Industrial Action

This 30th Congress of the ITF, meeting in Vienna from 28 July to 6 August 1971,

Resolves to adopt the following resolution on industrial action:

This Congress views industrial action by the ITF as a fundamental and practical means of international trade union policy; as a necessary weapon of international solidarity and as a useful policy to be applied to the solution of specific ITF problems (suppression of trade union rights and hijacking). This Congress resolves its determination to take effective industrial action, when other means of legislation, public pressure and government action, have failed to protect ITF members.

This Congress resolves to advance the position, scope and importance in the future of the ITF — in view of the contracting membership tendency and the structural changes of the transport unions the world over — by revitalizing the militant, industrial action tradition and policies of the ITF.

2. Hours of Work

That this Congress recommends as a matter of urgency, and in the interests of humane conditions of employment, that all affiliates shall seek to ensure that collective agreements and legislation will make provision for controlling maximum permissible hours of work, both daily and weekly, this to encompass all hours of employment, whatever duties or periods of standby may be involved.

3. Multi-National Companies

That this Congress in taking note of the substantial growth in the number of multi-national companies, calls upon the Executive Board to initiate forthwith a joint examination of the position with the International Metal Workers' Federation and such other International Trade Secretariats as are appropriate. Congress considers that our members are confronted with urgent problems affecting employment and living standards arising from the extended development of these companies.

4. Sabotage and Attacks on Ships and Crews

This 30th Congress of the ITF, meeting in Vienna from 28 July to 6 August 1971,

RESOLVES to adopt the following Resolution:

This Congress TAKES A GRAVE VIEW of the attack made by terrorists to destroy the tanker "CORAL SEA" in the Straits of Bab el Mandeb on 10 May, 1971;

This Congress RESOLVES its determination to combat by all means at its disposal sea-piracy and wanton terror aimed against freedom of navigation and the safety and well-being of seafarers;

This Congress STATES that freedom of navigation is the common concern of all the maritime nations of the world and therefore will take all measures necessary to ensure that all ships arrive safely in their ports of destination; This Congress IS DEEPLY CONCERNED by the fact that the attack on the "CORAL SEA" is an attempt to transfer the hijacking methods and attacks on civil aircraft into the shipping industry and the sea transport which might disrupt world trade and the international economy;

This Congress REQUESTS concerted action on the part of the United Nations and the Maritime Nations against armed aggression aimed at trading ships and their crews;

This Congress AUTHORIZES the Executive Board to consider urgent action by the ITF against sabotage and attacks on ships and crews in order to safeguard the seafarers, members and affiliates of the ITF.

5. Japanese Public Transport Workers: Right to Strike

WHEREAS at present the transport workers organized by the National Railway Workers' Union, the National Railway Motive Power Union and the Federation of Municipal Transport Workers' Unions, who play a vital role in the Japanese transport workers' movement, are struggling hard against various oppressive measures on the part of the authorities, backed by the power of the Government, and are carrying out strike actions, although deprived of the right to strike, for wage increases and the improvement of working and living conditions and against so-called "rationalization" at the expense of the workers;

WHEREAS they are firmly resolved to take stronger action to recapture the right to strike;

WHEREAS in August 1945 Japan accepted the Potsdam Declaration, was democratized in every field by the Occupation Authorities, and so saw its working people liberated from past suppression with the authorities' recommendation of the passing of the Trade Union Law;

WHEREAS in 1947, the new present democratic Constitution was established, so that the three fundamental trade union rights, namely the right to associate, the right to bargain collectively and the right to strike, were guaranteed by the Constitution;

WHEREAS in 1948, the Japanese Government, under the orders of the American Occupying Forces, deprived the workers employed by Japanese National Railways of the right to strike by introducing an anti-strike law (Public Corporation and National Enterprise Labor Relations Law), even though the right to bargain collectively was approved, and in 1952, the same kind of law (Local Public Enterprise Labor Relations Law) was applied to the municipal transport workers;

WHEREAS these anti-strike laws provide several punishments, including discharge, in cases of strikes, thus causing serious suffering;

WHEREAS the workers of national and local public transport enterprises have gone on a great number of strikes during the last few decades in order to win wage increases and improvements in working and living conditions and believe that they can abolish the anti-strike law only by strikes to which as workers they have a natural right;

WHEREAS the authorities have always refused their demands and suppressed their movements with ever-growing brutality, punishing a large number of workers by enforcing the anti-strike law against those concerned;

WHEREAS 313 National Railway Workers' Union members have so far been discharged, 2,339 suspended and 143,000 other members have suffered from other punishments such as wage cuts, warnings and admonitions; 160 National Railway Motive Power Union members have been discharged, 1,284 suspended and 30,000 punished; one member of the Federation of Municipal Transport Workers' Unions has been discharged, 400 suspended and 1,000 others either cautioned, admonished or had their wages cut;

WHEREAS the three unions have been providing financial relief to these unionists victimized by the authorities' suppression, the sum total of the relief funds amounting to 35,700,000,000 yen (about \$100,000,000), so making it difficult for them to appropriate their unions' funds for their various union activities;

This 30th ITF Congress APPEALS to the ITF-affiliated unions in various countries throughout the world for support and solidarity in their fight to recapture the right to strike in Japan; and

PROTESTS against the suppression of the fundamental trade union rights of the transport workers all over the world.

6. East Bengal

This 30th Congress of the ITF, meeting in Vienna from 28 July to 6 August 1971,

REGISTERS its profound distress at the appalling suffering now experienced by countless thousands of transport workers and millions of others who have

completely lost their homes and livelihood in East Bengal as a direct consequence of the action taken by the Government of Pakistan in imposing military rule following the elections in December;
RECORDS its appreciation of the magnificent efforts made by the Indian Government to relieve the suffering of those workers and millions of refugees generally at tremendous cost to the nation's resources;
REITERATES the ITF's declaration contained in its constitution to defend democracy and freedom and oppose colonialism, totalitarianism and aggression in all their forms and to secure for transport workers throughout the world full trade union rights and social and economic justice;
REGISTERS its concern about the fate of all prisoners and urges all affiliates to refrain from loading military cargo to West Pakistan and that they further urge their respective governments to provide the necessary economic assistance to aid the millions of refugees;
INSTRUCTS the Executive Board to consider urgently the most effective way in which the ITF can act to help relieve the wretched situation of those transport workers and others who have taken refuge in India.

7. Unlawful Interference with Civil Aviation by Libya

This 30th Congress of the ITF, meeting in Vienna from 28 July to 6 August 1971,

Having noted with grave concern the recent piratical forced diversion by the Libyan Authorities of BOAC's flight 045 (21 July) — a regularly scheduled civil flight proceeding lawfully from Rome to Khartoum — and the subsequent forced removal of certain passengers from the flight in contravention of the General Provisions and the spirit of the Hague Convention of December, 1970;

CONDEMNNS the Libyan Authorities for their unlawful interference with Civil Aviation, and further;

REQUESTS the ITF Secretariat — as well as affiliated organisations through their national governments — to call upon ICAO to withdraw air traffic control authority from the Libyan government in view of its unlawful abuse of that authority in this affair; and

CALLS UPON its affiliates to take appropriate and severe industrial action including demonstrations against the Authorities of Libya in order to bring to the attention of world opinion the ITF's condemnation of this act of piracy.

8. Working Conditions in the Road Haulage Sector

This 30th Congress of the International Transport Workers' Federation being held in Vienna from 28 July to 6 August 1971

CONSIDERING that it is imperative to improve radically working conditions in the road haulage sector and that in this respect the single, most important improvement would be a firm limitation, with no loss of earnings, of all hours of work on both a daily and weekly basis;

CONSIDERING FURTHER that all drivers should enjoy a weekly day off duty; and

CONSIDERING that double-manning in road haulage may lead, particularly where bunks are provided on vehicles, to excessive working hours,

RESOLVES therefore that total daily working hours of road haulage drivers, including any overtime work, should in no case exceed 10 hours, with corresponding weekly limits; and

CALLS upon all affiliated unions: to exert every effort in collective bargaining and by approaches to their respective governments with regard to enacting necessary legislation, so as to obtain the 10-hour daily limit by 1973, with a reduction to a 9-hour maximum by 1975, with no loss of earnings, as well as a compulsory day of not less than 24 hours off duty each week;

to endorse the following policy with regard to double-manning and the provision of bunks on vehicles:

The Section recognizes that, whatever the original justification, the provision of bunks on road haulage vehicles lends itself to serious abuses. Drivers should in no case be required or permitted to spend their daily rest period on the vehicle or be in any way required to accept any responsibility for the vehicle or its load during the daily rest period. The provision of bunks on vehicles presents undesirable ambiguities in this particular respect and these are unacceptable to the Section. Every effort should be made to discourage the manufacture of vehicles provided with bunks and encourage the phasing out at the earliest possible date of this obsolete feature of road haulage operations. The establishment of maximum daily working hours implies that all time spent on the vehicle and all time when the driver is under the instructions of the employer and not free to dispose of his own time, counts fully as working hours. It follows that there is no longer any real economic justification for double-manning in the vast majority of cases and that this practice should be superseded, where operating conditions so require, by a system of relays based on single-manning.

All affiliates will take the necessary steps to extend the application of these principles by obtaining appropriate clauses in their collective agreements, by pressing for legislation with regard to uniform limits of working hours and, where necessary, by discouraging operators from using vehicles equipped with bunks and vehicle manufacturers from constructing such vehicles.

9. Resolution on Trade Union Relations on the Danube

Modernization and the conversion to labour-saving motor freighters and push boats which is now taking place also on the Danube, requires standardization of the crew sizes of these vessels.

Arising out of this, it will be necessary to coordinate working conditions on the Danube and eventually to harmonize them with those on other European waterways, especially the Rhine.

As the final phase in this process of adaption, efforts should be made to bring about a progressive approximation of wage levels on European waterways. The 30th Congress of the ITF being held in Vienna from 28 July to 6 August 1971,

RESOLVES that the Inland Navigation Section will give to affiliated unions in the riparian States of the Danube full assistance in establishing the relations considered necessary with the authorities and organizations concerned, in order that the interests of the Danubian boatmen may be promoted as effectively as possible.

List of Delegates

30th Congress

International Transport Workers' Federation

Vienna

28th July to 6th August 1971

N.B.: * denotes proxy representative.

<i>ITF</i> Reg. No.	<i>Country and Organization</i>	<i>Delegates</i>	<i>Advisers</i>
	Argentina		
10	'La Fraternidad'	<i>E. Chavez</i> <i>J. Gaspar Alonso</i> <i>C. Melgarejo</i>	
11	Sindicato Unido Portuarios Argentinos	<i>E. Tolosa</i>	
14	Asociación de Capataces Estibadores Portuarios	* <i>E. Venturini</i>	
16	Círculo de Electricistas Navales	<i>E. Venturini</i>	
18	Centro de Capitanes de Ultramar y Oficiales de la Marina Mercante	<i>A. Ravina</i>	
22	Asociación del Personal Aeronautico	<i>H. Basteiro</i>	<i>J. Orlando</i> <i>R. Dario C.</i>
23	Asociación Argentina de Aeronavegantes	<i>J. Gispert</i>	<i>L. J. Anzaldi</i> <i>R. Siniscalchi</i>
25	Centro de Jefes y Oficiales Maquinistas Navales	<i>J. Luciani</i>	
26	Union Personal Aeronavegación de Entes Privados UPADEP	<i>D. Fanuele</i>	<i>J. Puchi</i> <i>J. Sansat</i>
	Australia		
390	The Motor Transport and Chauffeurs' Association	<i>J. L. Waters</i>	
392/1	Waterside Workers' Federation	<i>C. H. Fitzgibbon</i>	
	Austria		
501	Gewerkschaft der Eisenbahner Oesterreichs	<i>F. Prechtl</i> <i>E. Ulbrich</i> <i>H. Thalhammer</i> <i>K. Novak</i> <i>A. Nagy</i> <i>K. Kirchner</i> <i>E. Reisinger</i> <i>J. Schmolz</i>	<i>F. Dick</i> <i>K. Silvestri</i> <i>J. Krichhammer</i> <i>F. Lehner</i> <i>A. Mitsche</i> <i>T. Kralovics</i> <i>J. Schiffermuller</i> <i>E. Steinbach</i> <i>J. Kopecny</i> <i>K. Glaser</i>
502	Gewerkschaft der Bediensteten im Handel, Transport und Verkehr	<i>J. Roposs</i> <i>K. Hosztynek</i> <i>O. Luczensky</i> <i>E. Strasser</i>	<i>A. Peham</i>
	Barbados		
36	The Barbados Workers' Union	<i>F. L. Walcott</i>	<i>C. Mayers</i>

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Belgium			
505	Belgische Transportarbeidersbond	<i>R. Dekeyzer P. van den Bergh W. Cassiers</i>	<i>L. Eggers E. Baudet A. Vervliet</i>
506	Secteur Tramways, Vicinaux et Autobus de la CGSP	<i>M. Vergracht A. Cloots</i>	
507	Secteur Cheminots de la CGSP	<i>P. Potums G. Dusslier</i>	
508	Secteur Aviation de la CGSP	<i>J. Lootens</i>	<i>P. Libotte Van Wolputt Mouthy</i>
509	Centrale des Métallurgistes de Belgique	<i>R. Geldof</i>	
Bermuda			
37	Bermuda Industrial Union	<i>L. Iris</i>	
Bolivia			
43	Confederación Sindical de Trabajadores Ferroviarios, Aeronavegación Luz Fuerza y Telefons de Bolivia	<i>E. Casanova</i>	<i>H. Poppe M</i>
45	Sindicato de Trabajadores Aereo LAB	<i>L. Daroca</i>	<i>F. Herbas</i>
46	Asociación de Técnicos Aeronauticos	<i>E. Vega Parrilla</i>	
46/0	Sindicato de Aeronavegación LAB Santa Cruz	<i>H. Terrazas M.</i>	<i>C. Antelo B.</i>
46/1	Administración de Aeropuertos y Servicios Auxiliares a la Navegación Aerea (AASANA)	<i>F. Acosta I.</i>	<i>B. Valesco C.</i>
46/4	Sindicato de Tripulantes de LAB	<i>J. Ruiz</i>	
Canada			
402	Canadian Air Line Flight Attendants' Association	<i>R. Smeal</i>	<i>F. Fabian</i>
405	Canadian Brotherhood of Railway, Transport and General Workers	<i>D. N. Secord R. A. Gingerich</i>	
406	Seafarers' International Union of Canada	<i>L. J. McLaughlin</i>	<i>J. Royce W. Glasgow</i>
434	Canadian Railway Labour Association (CRU)	<i>W. C. Y. McGregor Ch. Smith</i>	
Chile			
52	Asociación de Trabajadores de Lan Chile	<i>J. Castillo U.</i>	
Costa Rica			
76	Union Ferroviaria Nacional	<i>M. Tulio A.</i>	
77/0	Sindicato de Trabajadores de la Northern Railway Company	<i>*M. Tulio A.</i>	
Denmark			
520	Dansk Arbejdsmands- og Specialarbejder Forbund	<i>K. Ellegaard A. Kruse</i>	
521	Dansk Jernbane Forbund	<i>B. Aanaes P. J. Larsen</i>	<i>E. Madsen K. Koch</i>

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522	Dansk Lokomotivmands Forening	<i>K. B. Knudsen</i>	<i>O. A. Rasmussen</i>
523	Somaendenes Forbund i Danmark	<i>P. Moller Hansen</i> <i>B. Petersen</i>	
524	Sofyrbodernes Forbund i Danmark	* <i>K. Mols-Sorensen</i>	
525	So-Restaurationsens Forbund i Danmark	<i>G. Andersen</i>	
527	Dansk Lokomotivmands-Forbund	* <i>K. B. Knudsen</i>	
529	Radiotelegrafistforeningen	<i>S. Boje Larsen</i>	
530	Maskinmestrenes Forening	<i>A. C. Hansen</i>	
531	Danmarks Skibsførerforening	* <i>K. Mols-Sorensen</i>	
532	Dansk Funktionærforbund	<i>L. Larsen</i>	<i>F. Steffensen</i>
533	Dansk Styrmandsforening	<i>K. Mols-Sorensen</i>	
Dominican Republic			
80	Federación Nacional de Transporte Dominicano	<i>R. Mendoza</i>	
Ecuador			
84	Comite de Empresa de los Trabajadores de la Compania Braniff Airways Int.	* <i>L. Gallardo</i>	<i>L. E. Jurado</i>
89	Federación de Choferes Profesionales del Ecuador	<i>L. Salas M.</i>	
Estonia (Exile)			
540	Eesti Meremeeste Union	<i>N. Metslov</i>	
Faroe Islands			
541	Foroya Fiskimannafelag	<i>O. Jacobsen</i>	
Finland			
542	Rautatielaisten Liitto	<i>U. Keijonen</i> <i>M. Valajärvi</i> <i>S. Kola</i>	<i>T. Gronross</i>
543	Suomen Veturimiesten Liitto r.y.	<i>P. Oivio</i> <i>E. Häikiö</i>	<i>A. Jaakonsalo</i>
544	Suomen Konepaallystoliitto	<i>J. R. Heinonen</i>	
545	Suomen Merimies-Union r.y.	<i>O. Keitele</i> <i>R. Herdin</i> <i>P. Kinnari</i>	<i>A. Imppu</i> <i>R. Anttila</i>
546	Suomen Laivanpaallystoliitto r.y.	<i>S-E. Nylund</i>	
547	Suomen Auto- Ja Kuljetusalan Työntekijäliitto r.y.	<i>M. Veirto</i> <i>L. Halme</i>	
548	Luotsi- Ja Majakkamiesliitto	* <i>R. Herdin</i>	
550	Suomen Radiosahkottajaliitto r.y.	<i>E. A. Koivisto</i>	
France			
560	Fédération Nationale des Ports et Docks et Assimilés	* <i>L. Buonaccorsi</i>	
563	Fédération Nationale FO des Transports	<i>P. Felce</i>	<i>W. Gütlér</i>

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564	Fédération Syndicaliste FO des Cheminots	<i>L. Buonaccorsi</i> <i>E. Questerbert</i> <i>R. Metais</i>	
565	Fédération Autonome des Cadres	<i>R. Decoudun</i> <i>P. Anfreville</i>	
566	Syndicat National du Personnel Navigant Commercial	<i>P. Barbier</i>	<i>Miss M. Fuss</i> <i>C. Poizat</i>
567	Syndicat National des Officiers Radios de l'Aviation Civile	* <i>R. Deseau</i>	
568	Syndicat National des Officiers Mécaniciens de l'Aviation Civile	<i>R. Deseau</i>	<i>Miss M. Baraban</i>
569	Syndicat National des Pilotes de Ligne	* <i>R. Deseau</i>	
570	Fédération des Travaux Publics et des Transports	<i>R. Lapeyre</i> <i>J. Vitellio</i>	
Germany			
577	Gewerkschaft oeffentliche Dienste, Transport und Verkehr	<i>H. Kluncker</i> <i>H. Klinger</i> <i>B. Frank</i> <i>W. Matthies</i> <i>H. Rake</i> <i>O. Schwieger</i> <i>H. Janssen</i> <i>W. Weigmann</i> <i>H. Diers</i>	<i>H. Trögel</i> <i>H. Walter</i> <i>J. Inger</i> <i>S. Claus</i> <i>H. Häsch</i> <i>S. Högelein</i> <i>H. Osteresch</i> <i>W. Kröckel</i> <i>K. Haussig</i> <i>H. Wittkopp</i> <i>T. Preis</i> <i>H. Möllers</i> <i>H. Wiemers</i> <i>H. Resch</i> <i>F. Jost</i>
578	Gewerkschaft der Eisenbahner Deutschlands	<i>Ph. Seibert</i> <i>Dr. R. Hofmann</i> <i>R. Bühler</i> <i>E. Plaumann</i> <i>J. Quadflieg</i> <i>H. Smuda</i> <i>E. Amjt</i> <i>H. Böhmer</i> <i>W. Schiewe</i> <i>H. Obst</i> <i>B. Trautner</i> <i>W. Drechsler</i> <i>H. Braun</i> <i>A. Krebs</i>	<i>D. Langendorf</i>
Ghana			
243	Maritime and Dock Workers' Union of TUC Ghana	<i>J. R. Baiden</i>	
Great Britain			
581	National Union of Railwaymen	<i>Sir Sidney Greene</i> <i>G. W. Chambers</i> <i>J. P. Woodward</i> <i>W. Fordham</i>	
582	National Union of Seamen	<i>W. Hogarth</i> <i>E. Brown</i> <i>R. L. Spruhan</i>	<i>Miss V. E.</i> <i>Westlake</i>

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		<i>W. Brankley E. Kay</i>	
583	Associated Society of Locomotive Engineers and Firemen	<i>R. W. Buckton G. J. Maudsley L. Mills</i>	<i>J. Marvill</i>
584	Transport Salaried Staffs' Association	<i>A. P. Coldrick K. Styles I. Foulkes A. C. K. Harris</i>	
585	Union of Shop Distributive and Allied Workers	<i>J. Coleby G. Kiely J. Hughes</i>	
586	Transport and General Workers' Union	<i>J. L. Jones L. Forden A. E. Birmingham W. J. Matthews W. Greendale W. Powell M. Campbell</i>	<i>T. O'Leary</i>
587	Merchant Navy and Airline Officers' Association	<i>D. S. Tennant J. W. Slater T. H. Goff R. I. Mason</i>	<i>S. R. Clifford-Smith</i>
588	Radio and Electronic Officers' Union	<i>K. A. Murphy</i>	
589	Scottish Commercial Motormen's Union	<i>A. H. Kitson G. Davidson</i>	
591	United Road Transport Union	<i>J. Case M. Durant</i>	
592	Association of Scientific, Technical and Managerial Staffs	<i>C. Jenkins</i>	<i>E. McKenzie</i>
Guatemala			
91	Sindicato de Acción y Mejoramiento Ferrocarrileros (SAMF)	<i>A. Morales</i>	
100	Sindicato Union de Trabajadores en Servicios Aereos (UTSA)	<i>E. Castenada M.</i>	<i>N. Vargas Sarti</i>
Honduras			
107	Sindicato de Trabajadores de la Tela Railroad Company	<i>O. Gale</i>	
India			
311	All India Railwaymen's Federation	<i>P. Gupta</i>	<i>D. D. Vasisht</i>
312	Maritime Union of India	<i>J. D. Randeri</i>	
314	Calcutta Port Shramik Union	<i>M. Chatterjee</i>	<i>A. Pillai</i>
317	Transport and Dock Workers' Union	<i>S. R. Kulkarni</i>	<i>M. Kotwal</i>
320	National Union of Seafarers of India	<i>L. Barnes</i>	<i>K. Khadilkar</i>
Indonesia			
371	Persatuan Buruh Kereta Api	<i>B. K. J. Tambunan</i>	
Ireland			
618	Irish Transport and General Workers' Union	<i>C. Kirwan J. Cullen</i>	

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		Israel		
	623	Israel Seamen's Union	<i>C. Cukier</i>	
	624	National Union of Government Employees' Railwaymen's Section	<i>C. Cohen</i>	
	625	Transport Workers' Division of Histadrut	<i>Y. Yagol</i> <i>Y. Woshina</i> <i>W. Shermister</i> <i>R. Porat</i>	<i>E. Halevi</i>
		Italy		
	629	Sindacato Autonomo Unificato Ferrovieri Italiani	<i>P. Iannone</i>	<i>B. Constantini</i>
	630	Federazione Italiana Lavoratori del Mare	<i>F. Giorgi</i>	
	631	Unione Italiana Marittimi	<i>V. Agostinone</i>	
	635	Unione Italiana Lavoratori Trasporti Ausiliari Traffico e Portuali	<i>A. Ortolani</i>	<i>F. Ortolani</i> <i>M. Di Mario</i>
		Jamaica		
	104	Jamaica Maritime Union	<i>R. Francis</i>	
		Japan		
	331	All Japan Seamen's Union	<i>K. Kihata</i> <i>H. Tatra</i> <i>S. Kono</i>	
	332	National Federation of Municipal Transport Workers' Unions	<i>F. Sugo</i>	
	333	Japan Travel Bureau Workers' Union	<i>N. Odake</i>	<i>T. Kitaoka</i> <i>R. Funayama</i>
	334	National Railway Workers' Union	<i>S. Nakagawa</i> <i>E. Masuda</i>	
	335	Nippon National Railway Motive Power Union	<i>M. Nakae</i>	
	336	All Japan Express Workers' Union	<i>T. Mabuchi</i>	
	337	Japan Air Lines Workers' Union	<i>K. Utagawa</i>	
		Kenya		
	206	Railway African Union	<i>W. J. Opiyo</i>	
		Luxembourg		
	647	Fédération Nationale des Cheminots et des Travailleurs du Transport Luxembourgeois	<i>J. Schneider</i> <i>J. Konz</i>	
		Malaysia		
	350	Transport Workers' Union	<i>V. David</i>	
	351	The Railwaymen's Union of Malaya	<i>Yahaya bin Mohd. Ali</i>	
		Malta		
	648	General Workers' Union	<i>A. Caruana</i>	<i>G. Borg</i>
		Mexico		
	110	Asociación Sindical de Pilotos Aviadores de Mexico	<i>F. de Dios-Sierra</i>	

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114	Sindicato de Trabajadores Ferro-carrileros de la Republica Mexicana	<i>F. del Pino B. J. Martinez A. Portillo L. Gallardo</i>	
118	Sindicato de Empleados de Radio Aeronautica Mexicana		
119	Sindicato Nacional de Trabajadores de Aviación y Similares	<i>E. R. Arrocha</i>	<i>A. Herrera V.</i>
120	Asociación Sindical de Sobrecargos de Aviación de Mexico	<i>A. Reyes G.</i>	<i>G. Mengelle M. Vaca</i>
121/1	Asociación Sindical "Oficiales de Maquinas de la Marina Mercante"	<i>A. Hernandez V.</i>	
121/2	Orden de Capitanes y Pilotos Navales	<i>A. Fernandez R.</i>	
Netherlands			
650	Nederlandse Bond van Vervoerspersoneel	<i>G. J. H. Alink W. J. Hulsker H. W. Koppens P. Mol J. K. Post J. Scheffers</i>	<i>A. de Bruin</i>
651	Federatie van Werknemersorganisaties in de Zeevaart	<i>W. Ch. van Zuylen D. Opmeer A. Rook</i>	
652	Algemene Bond "Mercurius"	<i>C. Z. de Vries</i>	<i>P. Diepenveen</i>
653	Vereniging van KLM Boordwerktuigkundigen	<i>W. Schreuder</i>	<i>C. Korevaar</i>
654	Vereniging van KLM Cabinepersoneel	<i>J. H. Kostermans</i>	<i>R. Lambeck</i>
Nigeria			
225	Nigerian Railway Permanent Way Workers' Union	<i>E. Okei Achamba</i>	
229	Amalgamated Union of Lagos Municipal Bus Workers	<i>V. M. I. Jack</i>	
234	Nigerian Maritime Workers' Union	<i>*V. M. I. Jack</i>	
240	Association of Locomotive Drivers, Firemen, Yard Staff and Allied Workers	<i>*J. R. Baiden</i>	
Norway			
657	Norsk Jernbaneforbund	<i>E. Halvorsen S. Kortvedt R. Bergesen O. Anfinsen</i>	<i>R. Engen</i>
658	Norsk Lokomotivmandsforbund		
659	Norsk Sjomannsforbund	<i>O. Karling H. Aasarod W. Sywersen Miss I. Meyer O. Tennfjord</i>	
661	Norsk Styrmandsforening		
662	Norsk Transportarbeiderforbund	<i>H. Nicolaysen M. A. Bakke V. Folvik</i>	
663	Norsk Jern- og Metallarbeiderforbund	<i>J. Balstad</i>	

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Panama			
124	Sindicato Industrial de Empleados de Lineas Aereas y Similares	<i>V. E. Navarrete</i>	<i>R. Chang A.</i>
Peru			
128	Sindicato de Trabajadores de la Cia de Aviación "Faucett"	<i>P. Otiniano P.</i>	
129	Sindicato Unico de Empleados y Obreros de la Cia de Aviación, Braniff Airways	<i>C. Zedano</i>	<i>Miss C. Ontaneda</i>
132	Federación de Choferes y Anexos del Peru	<i>J. Fonseca</i>	
133	Sindicato Unico de Trabajadores Marítimos y Portuarios de Chimbote	<i>E. Costilla</i>	
142	Federación Nacional de Trabajadores Marítimos y Portuarios, Fluviales y Lacustres del Peru	<i>V. Barruete</i>	
Philippines			
375	Philippine Transport and General Workers' Organization	<i>R. S. Oca A. Dinglasan</i>	<i>D. Martinez E. Jimenez Jr.</i>
Poland (Exile)			
669	Association of Polish Merchant Navy Officers in London	<i>*D. S. Tennant</i>	
El Salvador			
143	Sindicato de la Industria Portuaria de El Salvador	<i>E. A. López</i>	
Singapore			
352	Singapore Air Transport Workers' Union	<i>C. de Silva</i>	
354	Singapore Traction Co. Employees' Union	<i>Hashim bin Idris</i>	
Spain (Exile)			
670	UGT Ferroviarios y Transportes	<i>A. Hernandez Vizcaino</i>	
Sweden			
673	Statsanställdas Förbund	<i>E. Svensson A. Andreasson N. Bjwall K. Johannesson S. Uddegren O. Jansson</i>	
674	Svenska Sjöfolksförbundet	<i>G. Klang H. Jarlsnäs N-B. Andersson</i>	<i>P. Wahlström</i>
678	Svenska Transportarbetareförbundet	<i>H. Ericson S. Jönsson I. Östling M. Lundqvist A. Guilotte G. Gustafsson</i>	<i>S. Lundgren O. Rytterbrant</i>
679	Handelstjänstemannaförbundet	<i>H. Lindholm B. Heggstad I. Claesson</i>	<i>S. Viksten R. Toth Miss K. Turhede</i>

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	Switzerland		
685	Schweizerischer Eisenbahnerverband	<i>E. Haudenschild</i> <i>W. Meier</i> <i>F. Dutoit</i> <i>K. Schaub</i> <i>L. Joye</i> <i>R. Manser</i>	<i>H. Düby</i>
686	Verband der Handels-, Transport und Lebensmittelarbeiter der Schweiz	<i>K. Rebsamen</i>	
687	Schweizerischer Verband des Personals Öffentliche Dienste	<i>E. Lüthy</i>	
	Taiwan		
380	Chinese Federation of Railway Workers' Unions	<i>Huoo-Muh Liou</i> <i>T. Yao</i>	
	Tunisia		
264	Fédération Nationale des Cheminots de Tunisie	<i>A. Ayoub</i>	<i>H. Klila</i>
266	Fédération Générale des Transports de Tunisie	<i>S. Mili</i> <i>I. Lejri</i>	
	Turkey		
689	Turkish Railway Workers' Trade Union Federation	<i>A. Catakcinler</i> <i>A. Arapoglu</i> <i>O. Sonmez</i> <i>H. Cigri</i> <i>N. Pekkarpuzcu</i>	<i>H. Sakar</i> <i>S. Yilmaz</i>
	USA		
421	American Radio Association	<i>W. R. Steinberg</i>	<i>B. L. Smith</i>
422	Transport Workers' Union of America	<i>M. Guinan</i> <i>E. Mitchell</i> <i>T. Cronin</i>	
424	International Association of Machinists and Aerospace Workers	<i>L. Heineman</i> <i>W. Winpisinger</i> <i>M. Rygus</i> <i>R. Faupl</i> <i>J. Peterpaul</i> <i>B. Sharman</i> <i>J. Schwind</i>	
425	Amalgamated Transit Union	<i>J. M. Elliott</i> <i>J. J. Hill</i> <i>E. L. Oliver</i> <i>Miss C. Wolfgang</i>	
426	Flight Engineers' International Association	<i>W. A. Gill Jr.</i>	<i>A. A. McKesson</i> <i>J. V. Manning</i> <i>J. Wahle</i> <i>J. C. Gist</i> <i>Miss K. Iverson</i>
427	National Maritime Union	<i>S. J. Wall</i> <i>M. Barisic</i>	
428	Seafarers' International Union	<i>P. Hall</i> <i>E. Shepard</i> <i>C. Tanner</i> <i>D. Stone</i>	

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431	International Longshoremen's Association	<i>T. W. Gleason G. P. Delaney</i>	<i>P. Ross</i>
432	National Marine Engineers Beneficial Association	<i>R. T. McKay L. Shapiro</i>	
434	Congress of Railway Unions	<i>D. S. Beattie H. C. Crotty W. Homer R. C. Howard R. Lowry R. J. Devlin W. E. Granlund R. Malcolm L. E. Dennis J. F. Otero C. L. Dennis D. J. Sullivan T. Fitzgibbon G. Toppen</i>	
Uruguay			
173	Unión de Motoristas, Obreros, Técnicos y Administrativos	<i>J. M. Sottolani</i>	
Venezuela			
181	Federación de los Trabajadores Portuarios de Venezuela	<i>J. Rodríguez M. Correa</i>	
182	Federación de Trabajadores del Transporte de Venezuela	<i>H. Hernández J. Jacobo G. A. Salinas</i>	

Guests

Official Guests

Bruno Kreisky, Austrian Federal Chancellor.
Erwin Fröhbauer, Austrian Minister of Communications.
Anton Benya, President of the Austrian Trade Union Federation.
Frau Gertrude Fröhlich-Sandner (representing the Mayor of Vienna, *Felix Slavik*)
M. Vanistendael, EEC.
C. W. Jenks, Director-General of the International Labour Office.
H. Dunning, ILO.
Josef Zak, Financial Secretary, Austrian Trade Union Federation.
Professor Fritz Senghofer, Education Secretary, Austrian Trade Union Federation.
Professor F. Klenner, Cooperative Bank (BAWAG).
Dr. Ernst Markoff, Austrian Federal Railways.
Dr. Oskar Plätz, Austrian Federal Railways.
Dr. Anton Heschgl, Austrian Airlines.
Dr. Hubert Papousek, Austrian Airlines.
Dr. Peter Haeseler, Austrian Danube Steamship Company.
Dr. Walter Polaschek, Austrian Danube Steamship Company.

Guests of Honour

F. Cousins, Member of ITF Executive Board (not belonging to a national delegation).
O. Becu, former ITF General Secretary.
P. de Vries, former ITF General Secretary.
H. Imhof, former ITF General Secretary.
L. Brosch, Austrian Transport Workers' Union.
K. Weigl, Austrian Transport Workers' Union.
K. Dlouhy, Austrian Railwaymen's Union.
R. Freund, Austrian Railwaymen's Union.
F. Razingger, Austrian Railwaymen's Union.
R. Spitzeder, Austrian Railwaymen's Union.
Miss T. Asser, formerly ITF Secretariat.

Fraternal Delegates and Observers

P. de Jonge, International Confederation of Free Trade Unions.
H. Maier, International Confederation of Free Trade Unions.
K. Matal, International Confederation of Free Trade Unions, Vienna.
T. Jackson, Postal, Telegraph and Telephone International.
W. Leitgeb, International Federation of Free Teachers' Unions.
B. Bendiner, International Metalworkers' Federation.
W. Hrditschka, International Federation of Chemical and General Workers' Unions.
F. Loriaux, International Federation of Petroleum and Chemical Workers.
C. W. Franken, Public Services International.
C. Jefferson, American Institute for Free Labour Development.
K. Wedel, Friedrich Ebert Foundation.
E. Halevi, General Federation of Labour in Eretz-Israel (HISTADRUT).
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