

PROCEEDINGS OF CONGRESS
7 — 15 AUGUST 1974

Part Two

INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)
MARITIME HOUSE · OLD TOWN · CLAPHAM · LONDON SW4 OJR

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FINANCIAL STATEMENTS AND AUDITORS' REPORTS 1971 TO 1973

(Congress document XXXI C-8)

General Fund (including Edo Fimmen Special Account — Regional Activities)

1. The statements that follow reveal in summary:

	1973	1972	1971
	£	£	£
(i) Income from affiliation fees	223,923	182,597	162,614
(ii) Total income	237,388	198,031	172,596
(iii) Total expenditure, together with provisions for Congress, depreciation, etc.	210,248	191,831	157,201
(iv) Surplus of total income over total expenditure	27,140	6,200	15,395

2. The large surplus for 1973 was fortuitous to the point of being freakish. It arose from various factors which were completely unpredictable. The standard rate of affiliation fee was raised from 5p to 6p with effect from 1 January 1973, and past experience indicated that the 20% increase in income this implied would be tempered by some reduction in affiliated membership. Instead, income from affiliation fees rose by almost 23%. This increase owed much firstly to the generosity of many affiliates in paying fees at exchange rates which compensated the ITF for the weakness of sterling and secondly to the collection of fees from a number of unions whose financial troubles were known to be so pressing that payment had seemed unlikely.
3. The unexpectedly high income was accompanied by a combination of factors that depressed expenditure well below the budgeted level. For example, the Secretariat laboured under a considerable handicap for a number of months because it was impossible to replace a number of staff who had left. Fortunately, these difficulties were eventually overcome but they were reflected in the ITF's finances to the extent that the total cost of salaries at the ITF's headquarters in 1973 rose by less than 3%, about one-quarter of the increase that inflation had made it seem reasonable to anticipate. Equally fortuitously, the majority of the ITF's meetings and conferences held in 1973 happened to be held in London and since most of the ITF's costs arise from Secretariat travel, expenditure under this heading fell sharply. Finally, although expenditure on regional activities rose by almost 9% in 1973 compared with 1972 (as against a rise of only 1% in General Fund expenditure—excluding provisions), the steep rise in affiliation fee income inevitably produced a substantial surplus on the Edo Fimmen Special Account, since 30% of that income is directed there.
4. It would therefore be unrealistic to hope that the 1973 outcome gives any indication of future trends in the ITF's financial situation. On the contrary, since costs continue to rise drastically, the outcome in 1974 is likely to be radically worse, bearing in mind that any change in the standard rate of fee cannot take effect until 1975.
5. Finally, it is as well to note that the net assets of the General Fund — £98,028 — represent less than half a year's expenditure. Seen in that perspective, the ITF is far from affluent, however soundly it emerges from 1973.

Seafarers' International Assistance, Welfare and Protection Fund

6. The dramatic rise in the income and the balance of the Fund reflects the degree by which the ITF's flag-of-convenience campaign has been intensified over the last three years. (The campaign is reported extensively in the relevant passages of the Report on Activities.) The Fair Practices Committee last met in January 1974, that is after the period covered by these Financial Statements, and made further substantial grants to welfare bodies.
7. The relatively heavy legal expenses incurred in 1971 and 1973 arose from attempts by shipowners to claim damages from the ITF for its alleged part in actions against flag-of-convenience ships in Sweden. In both cases the court actions were successfully defended. The increases in organization grants to seafarers' unions and in reimbursement to them arise largely from the decision to have ITF "inspectors" in various ports throughout the world. There is no doubt that these expenses have proved a valuable investment in terms of the securing of new agreements and the enforcement of the standards that the ITF agreements set.

GENERAL FUND

Balance Sheet as on 31 December 1971, 1972 and 1973

	1973	1972	1971
FUND BALANCE	£	£	£
As on 1 January	30,600	24,502	11,321
Add Surplus for year	26,494	6,098	13,181
	57,094	30,600	24,502
Provisions — amounts set aside for future expenditure			
Congress, 1974	22,000	6,000	—
Pension Scheme	5,272	5,272	5,272
Office Equipment	5,000	4,000	2,500
Regional Activities (unutilized Special Contributions)	2,962	2,316	2,214
Foreign Currency Stabilisation (see notes)	5,700	—	—
	40,934	17,588	9,986
Total Fund Balance	98,028	48,188	34,488
 REPRESENTED BY			
Current Assets			
Cash at Banks and with Agents	83,794	39,539	36,112
Cash in Hand, London (including Foreign Currency and Travel Cheques)	1,476	1,573	1,061
Investment — £7,044 3% British Transport Stock 1978/88 at Cost (Market Value 1973 £3,170; 1972 £3,804; 1971 £4,403)	4,773	4,773	4,773
Affiliation Fees Due	26,905	23,494	10,975
Advances	2,743	3,347	3,752
Sundry Debtors and Prepaid Expenses	1,099	665	620
Stock of Paper (estimated)	100	100	100
Total Current Assets	120,890	73,491	57,393
<i>Less</i>			
Current Liabilities			
Creditors and Accrued Expenses	3,766	4,117	3,262
Advances	9,122	9,025	11,207
Affiliation Fees Prepaid	694	256	950
Current Accounts with Special Funds:			
Solidarity and Reserve Fund	12,635	12,464	12,296
Seafarers Welfare Fund	3,520	7,816	4,483
	29,737	33,678	32,198
Total Net Current Assets	91,153	39,813	25,195
<i>Loans (Long Term)</i>	6,872	7,648	8,324
Carried forward	98,025	47,461	33,519

Fixed Assets	Brought forward	98,025	47,461	33,519
Furniture, Fixtures and Office Equipment at written-down value		1	1	1
Motor Car at written-down value		1	725	967
Library, at Nominal Value		1	1	1
Total Fixed Assets		3	727	969
Total Net Assets		98,028	48,188	34,488

GENERAL FUND

Income and Expenditure Account for the years ended 31 December 1971, 1972 and 1973

	1973	1972	1971
	£	£	£
INCOME			
Affiliation Fees Receivable	223,923	182,597	162,614
Less 30% allocation to Edo Fimmen Special Account for Regional Activities	67,177	54,780	48,784
	156,746	127,817	113,830
OTHER INCOME			
Bank and Loan Interest (net)	282	263	294
Sale of Books, etc.	35	24	33
	317	287	327
Allocation from Seafarers' International Assistance, Welfare and Protection Fund	12,500	11,000	7,400
Surpluses on Exchange	—	4,041	—
Total Income of the year	169,563	143,145	121,557
EXPENDITURE			
Meetings, Conferences and Activities	24,662	27,073	23,738
Publications and Public Relations	10,088	10,221	9,413
Headquarters	98,163	95,530	78,839
Miscellaneous Costs	4,006	2,624	3,270
Total Expenditure of the Year	136,919	135,448	115,260
Excess of Income over Expenditure	32,644	7,697	6,297
Transfer from Edo Fimmen Special Account for Regional Activities — balance of unutilized affiliation fee allocation	12,949	4,915	8,184
	45,593	12,612	14,481
Provisions for Future Expenditure			
Congress 1974	16,000	6,000	—
Office Equipment	1,000	1,500	1,000
	17,000	7,500	1,000
Depreciation — amounts written off			
Motor Car	1,728	242	323
Office Furniture, Fixtures and Equipment (1971 amount written back on sale)	166	1,047	(137)
	1,894	1,289	186
Advances Written Off (1972 credit)	205	(2,275)	114
	19,099	6,514	1,300
Net Surplus to Balance Sheet	26,494	6,098	13,181

EDO FIMMEN SPECIAL ACCOUNT — REGIONAL ACTIVITIES

**Income and Expenditure Account for the
years ended 31 December 1971, 1972 and 1973**

	1973	1972	1971
	£	£	£
INCOME			
Allocation of 30% of Affiliation Fees Re- ceivable (see notes)	67,177	54,780	48,784
Special Contributions (see notes)	646	102	2,214
Interest Receivable	2	4	6
Loan Repayment (part)	—	—	35
TOTAL INCOME OF THE YEAR ...	<u>67,825</u>	<u>54,886</u>	<u>51,039</u>
EXPENDITURE			
Africa			
Salary and Allowances, Office Expenses, Educational and Organizational Activi- ties, and Grants	7,037	6,143	4,552
Asia			
Kuala Lumpur Office			
Salaries and Allowances, Rent, Supplies and Services, and Educational and Organizational Activities	8,990	8,753	6,809
Tokyo Office			
Office Expenses (net after contributions by Japanese Affiliates) and Educational and Organizational Activities	3,247	3,369	2,862
Latin America and the Caribbean			
Lima Office			
Salaries and Allowances, Rent, Supplies and Services, Educational and Organ- izational Activities, and Grants	31,138	27,783	23,272
	<u>50,412</u>	<u>46,048</u>	<u>37,495</u>
Headquarters, London			
Salary — Regional Secretary (see notes)	3,500	3,000	3,000
Travel and Sundry Expenses	318	821	146
	<u>3,818</u>	<u>3,821</u>	<u>3,146</u>
TOTAL EXPENDITURE OF THE YEAR ...	<u>54,230</u>	<u>49,869</u>	<u>40,641</u>
<i>Unutilized Balance of Affiliation Fee Allocation</i> <i>-- transferred back to General Fund (see notes)</i>	12,949	4,915	8,184
<i>Special Contributions unexpended (see notes) ...</i>	646	102	2,214
	<u>13,595</u>	<u>5,017</u>	<u>10,398</u>

**SEAFARERS' INTERNATIONAL ASSISTANCE,
WELFARE AND PROTECTION FUND**

Balance Sheet as on 31 December 1971, 1972 and 1973

	1973	1972	1971
	£	£	£
FUND BALANCE			
At 1 January	366,660	200,087	202,194
Add Surplus for year (1971 deficit) ...	286,441	166,573	(2,107)
Provisions—Foreign Currency Stabilization (see notes)	6,303	—	—
TOTAL FUND BALANCE	<u>659,404</u>	<u>366,660</u>	<u>200,087</u>

REPRESENTED BY

Current Assets					
Cash at Bank	...	...	152,280	79,697	41,432
Interest Receivable (net)	...	...	12,231	3,256	3,059
Current Accounts — due from:					
Affiliated Unions	...	...	86,498	27,471	9,967
General Fund	...	...	3,520	7,816	4,483
			<u>254,529</u>	<u>118,240</u>	<u>58,941</u>
Investments					
(Market Value 1973 £407,009; 1972					
£283,171; 1971 £167,084)	...	...	410,860	241,537	136,595
Recoverable Legal Expenses	...	...	90	—	2,664
Loans (Long Term)	...	...	10,041	10,582	9,000
TOTAL ASSETS	...	...	<u>675,520</u>	<u>370,359</u>	<u>207,200</u>
<i>Less</i>					
Current Liabilities					
Taxation Provision (see notes)	...	...	11,396	3,699	3,863
Sundry Creditors	...	...	4,720	—	3,250
			<u>16,116</u>	<u>3,699</u>	<u>7,113</u>
NET TOTAL ASSETS	...	...	<u>659,404</u>	<u>366,660</u>	<u>200,087</u>

**SEAFARERS' INTERNATIONAL ASSISTANCE,
WELFARE AND PROTECTION FUND**

**Income and Expenditure Account for the Years ended 31 December
1971, 1972 and 1973**

	1973	1972	1971
	£	£	£
INCOME			
Welfare Contributions and Seafarers' Membership Fees (remitted by Ship-owners and Collecting Unions) (see notes)	...	...	...
	323,397	196,142	43,293
Interest Receivable (gross)	27,087	11,016	10,206
Less Corporation and Income Tax (see notes)	12,335	4,488	4,024
	<u>14,752</u>	<u>6,528</u>	<u>6,182</u>
Surplus on Exchange (see notes)	—	945	27
Contribution from affiliate	18	—	—
TOTAL FUND INCOME OF THE YEAR	<u>338,167</u>	<u>203,615</u>	<u>49,502</u>

EXPENDITURE

Allocation for services rendered and indirect expenses incurred on behalf of the Fund — included in expenditure charged to the General Fund	12,500	11,000	7,400
Welfare Grants	14,011	9,946	34,382
Expenditure on Meetings, Travel and Representation — not chargeable to General Fund	2,944	10,163	4,803
Legal Expenses	3,230	251	2,857
Organisation Grants to Seafarers' Unions	9,000	4,000	—
Reimbursements to Seafarers' Unions (representation, etc.)	9,703	1,682	1,319
TOTAL FUND EXPENDITURE OF THE YEAR	<u>51,388</u>	<u>37,042</u>	<u>50,761</u>
SURPLUS (1971 Deficit)	286,779	166,573	(1,259)
Loss on sale of investments	338	—	848
	<u>286,441</u>	<u>166,573</u>	<u>(2,107)</u>

SOLIDARITY AND RESERVE FUND**Balance Sheet as on 31 December 1971, 1972 and 1973**

	1973	1972	1971
	£	£	£
FUND BALANCE			
At 1 January	12,669	12,470	12,282
Add surplus for year	198	199	188
	<u>12,867</u>	<u>12,669</u>	<u>12,470</u>
REPRESENTED BY			
Current Assets			
Balance due from General Fund	12,635	12,464	12,296
Interest Receivable (see notes)	190	166	166
Cash with Agent	42	39	8
TOTAL NET ASSETS	<u>12,867</u>	<u>12,669</u>	<u>12,470</u>

**Income and Expenditure Account for the
Years Ended 31 December 1971, 1972 and 1973****INCOME**

Interest Receivable on 3% British Transport Stock (see notes)	542	542	542
Less Taxation	217	217	217
TOTAL FUND INCOME OF THE YEAR	<u>325</u>	<u>325</u>	<u>325</u>

EXPENDITURE

Grants to Trade Unionists in Exile ...	87	93	62
Special Contributions to Spanish Trade Unionists	40	33	75
TOTAL FUND EXPENDITURE OF THE YEAR	<u>127</u>	<u>126</u>	<u>137</u>
SURPLUS	198	199	188

TRADE UNION FOUNDATION FUND

Balance Sheet as on 31 December 1971, 1972 and 1973

	1973	1972	1971
FUND BALANCE	£	£	£
At 1 January	7,503	7,503	7,503
REPRESENTED BY			
Investment			
£11,032 3% British Transport Stock 1978/88 (Market Value 1973 £4,965; 1972 £5,957; 1971 £6,895)	7,503	7,503	7,503

Income and Expenditure Account for the years ended 31 December 1971, 1972 and 1973

There were no transactions on the Fund during the years 1971, 1972 and 1973. In accordance with past practice, interest on the investment is credited to the Solidarity and Reserve Fund.

PROFESSIONAL AUDITORS' REPORTS

1971

In our opinion the annexed Balance Sheets and Income and Expenditure Accounts of the General and Special Funds set out on pages 185-190 give a true and fair view of the state of their affairs at 31 December, 1971, and of their income and expenditure for the year ended on that date.

We have issued a detailed supplementary report to the General Secretary for the benefit of the Executive Board and Management Committee of the Federation, under even date.

Norwich House
13 Southampton Place
London WC1A 2AR
26 April 1972

Signed:
Hesketh, Hardy, Hirshfield & Co.
Chartered Accountants
Auditors

1972

In our opinion the annexed Balance Sheets, Income and Expenditure Accounts and Notes relating to the General and Special Funds, set out on pages 185-190, give a true and fair view of the state of their affairs at 31 December, 1972, and of their income and expenditure for the year ended on that date.

We have issued a detailed supplementary report to the General Secretary, under even date, for the benefit of the Executive Board and Management Committee of the Federation.

Norwich House
13 Southampton Place
London WC1A 2AR
30 April 1973

Signed:
Hesketh, Hardy, Hirshfield & Co.
Chartered Accountants
Auditors

Notes: (1972)

(a) GENERAL FUND

1. Depreciation

Furniture, Fixtures and Office Equipment are written off within two years of purchase. The Motor Car is depreciated at 25% p.a. on a reducing balance basis.

2. Foreign Currency Conversions

Transactions in foreign currencies by regional offices, representatives and through foreign bank accounts operated by the Federation, have been converted at average rates effective at the time of payment and receipt. Bank and cash balances at 31 December, 1972 were converted at the middle market rate of exchange on Friday, 29 December, 1972.

3. Affiliation Fees

(a) The Federation's Constitution allows affiliates in certain circumstances to request that their annual fees be calculated at a concessionary rate. This procedure has applied during 1972; the total amount of affiliation fees receivable shown in the Income and Expenditure Account does not, therefore, represent the total amount due on reported membership calculated at the standard affiliation fee rate.

(b) It is deemed prudent not to include in the arrears of fees due at 31 December, 1972, those amounts due from affiliates who had not yet settled their 1971 fees. The amount involved is £6,794 (1971 £5,233).

(b) EDO FIMMEN SPECIAL ACCOUNT — REGIONAL ACTIVITIES

1. Affiliation Fee Allocation

The allocation of 30% of affiliation fees receivable to the Regional Activities Account is in accordance with authorized procedure; any unutilized portion of this allocation is carried back to the General Fund each year.

2. Special Contributions

Where contributions are received from affiliates or other bodies to be applied in connection with regional activities, then — to the extent that they are not utilized either specifically or generally to make good any excess of expenditure over the affiliation fee allocation — it has been agreed that such contributions should be carried forward and not included in the transfer back to the General Fund referred to in Note 1.

3. Regional Secretary's Salary

The function of Regional Secretary is performed by the Assistant General Secretary and the sum of £3,000 represents the estimated proportion of his salary attributable to the activities carried out by him in connection with regional affairs.

(c) SEAFARERS' INTERNATIONAL ASSISTANCE, WELFARE AND PROTECTION FUND

1. Taxation

For U.K. taxation purposes the Federation is treated as an unincorporated association and assessable to Corporation Tax on its investment income. Whilst the fiscal year runs to 5 April, in order to show a tax charge relevant to dividends and interest receivable, the tax provision is calculated on taxable income receivable in the financial year. The provision at 31 December, 1972 therefore includes both the balance of the 1971/72 assessment to 5 April, 1972, and tax computed on income from that date to 31 December, 1972.

2. **Welfare Contributions by Shipowners and Seafarers' Membership Fees**

On signing an agreement with the Special Section, a shipowner undertakes to make a yearly Welfare contribution per head in advance, and arrange for his crews to become members of the Special Seafarers' Section and remit the appropriate membership fees on their behalf. Such contributions and fees are remitted direct by the shipowners or collected by affiliated unions. In view of the difficulties in enforcing collection and the ascertainment of the precise amounts due, it is deemed prudent not to bring into account sums due but not yet remitted. No apportionment is made of Welfare contributions paid in advance.

(d) **SOLIDARITY AND RESERVE FUND**

In accordance with past practice, interest on the investment held by the Trade Union Foundation Fund is credited to the Solidarity and Reserve Fund.

1973

In our opinion the annexed Balance Sheets and Income and Expenditure Accounts relating to the General and Special Funds, with the Notes thereon, set out on pages 185-190, give a true and fair view of the state of affairs at 31 December, 1973, and of their income and expenditure for the year ended on that date.

We have issued a detailed supplementary report to the General Secretary, under even date, for the benefit of the Executive Board and Management Committee of the Federation.

Norwich House
13 Southampton Place
London WC1A 2AR
20 May 1974

Signed:
Hesketh, Hardy, Hirshfield & Co.
Chartered Accountants
Auditors

Notes: (1973)

(a) **GENERAL FUND**

1. **Depreciation**

Furniture, Fixtures and Office Equipment are written off within the two years following that of purchase. Up to and including 1972, the Motor Car was depreciated at 25% p.a. on a reducing balance basis; in 1973 it has been written down to a nominal value of £1.

2. **Foreign Currency Conversions**

(a) Transactions in foreign currencies by regional offices, representatives and through foreign bank accounts operated by the Federation have been converted at average rates effective at the time of payment and receipt. Bank and cash balances at 31 December, 1973 were converted at the middle market rate of exchange on that day.

(b) In previous years, the differences arising on day-to-day transactions and cash balances held abroad due to varying exchange rates have been dealt with in the revenue account of the year concerned. However, the fluctuations are now of such a material nature it is considered advisable to retain any surpluses derived from this source in a reserve available to meet any losses occasioned by an adverse currency depreciation. Accordingly, the surplus for 1973 of £5,700 now appears in the Balance Sheet under Provisions — Foreign currency stabilization, and all future surpluses or losses caused by currency exchange movements will be dealt with through this account.

3. **Affiliation Fees**

(a) The Federation's Constitution allows affiliates in certain circumstances to request that their annual fees be calculated at a concessionary rate. This procedure has applied during 1973; the total amount of affiliation fees receivable shown in the Income and Expenditure Account does not, therefore, represent the total amount due on reported membership calculated at the standard affiliation fee rate.

(b) It is deemed prudent not to include in the arrears of fees due at 31 December, 1973, those amounts due from affiliates who had not yet settled their 1972 or earlier fees. The amount involved is £24,752 (1972 £21,616), made up of:

	<i>1973 Accounts</i>	<i>1972 Accounts</i>
	£	£
Fees relating to current year	8,701	6,794
Fees relating to earlier years	16,051	14,822
	<u>24,752</u>	<u>21,616</u>

During 1973, £4,764 (1972 £358) was received for affiliation fees that had not been brought into account as receivable at the end of 1972.

(c) The affiliation fee rate of 6p per member was fixed by the 1971 Congress. To even out currency fluctuations the Federation suggested to affiliates that it would be of financial assistance if fee remittances in subsequent years could be made voluntarily at the exchange rates obtaining in 1971. Fees benefited under this arrangement by £6,267 (1972 £1,371).

(b) EDO FIMMEN SPECIAL ACCOUNT — REGIONAL ACTIVITIES

1. **Affiliation Fee Allocation**

The allocation of 30% of affiliation fees receivable to the Regional Activities Account is in accordance with authorized procedure; any unutilized portion of this allocation is carried back to the General Fund each year.

2. **Special Contributions**

Where contributions are received from affiliates or other bodies to be applied in connection with regional activities, then — to the extent that they are not utilized either specifically or generally to make good any excess of expenditure over the affiliation fee allocation — it has been agreed that such contributions should be carried forward and not included in the transfer back to the General Fund mentioned in Note 1.

3. **Regional Secretary's Salary**

The function of Regional Secretary is performed by the Assistant General Secretary and the sum of £3,500 represents the estimated proportion of his salary attributable to the activities carried out by him in connection with regional affairs.

(c) SEAFARERS' INTERNATIONAL ASSISTANCE, WELFARE AND PROTECTION FUND

1. **Taxation**

For United Kingdom taxation purposes, the Federation is treated as an unincorporated association and assessable to Corporation Tax on its investment income. The fiscal year runs to 5 April so, in order to show a tax charge relevant to income, the tax provision is calculated on dividends and interest receivable in the financial year. The provision at 31 December, 1973 therefore includes both the balance of the 1972/73 assessment to 5 April, 1973, and tax computed from that date on income to 31 December, 1973.

2. Welfare Contributions by Shipowners and Seafarers' Membership Fees

On signing an agreement with the Special Section, a shipowner undertakes to make a yearly Welfare contribution per head in advance, and arrange for his crews to become members of the Special Seafarers' Section and remit the appropriate membership fees on their behalf. Such contributions and fees are remitted direct by the shipowners or collected by affiliated unions. In view of the difficulties in enforcing collection and the ascertainment of the precise amounts due, it is deemed prudent not to bring into account sums due but not yet remitted. No apportionment is made of Welfare contributions paid in advance.

3. Foreign Currency Stabilization (Exchange differences)

In previous years, the differences arising on day-to-day transactions and cash balances held abroad due to varying exchange rates have been dealt with in the revenue account of the year concerned. However, the fluctuations are now of such a material nature, it is considered advisable to retain any surpluses derived from this source in a reserve available to meet any losses occasioned by an adverse currency depreciation. Accordingly, the surplus for 1973 of £6,303 now appears in the Balance Sheet under the above title and all future surpluses or losses caused by currency exchange movements will be dealt with through this account.

(d) SOLIDARITY AND RESERVE FUND

(a) In accordance with past practice, interest on holdings of 3% British Transport Stock 1978/88 held by the Trade Union Foundation Fund and the General Fund is allocated to the Solidarity and Reserve Fund.

(b) The Executive Board has resolved that this Fund be closed down and the final balance shown above will be transferred to the General Fund on 1 January, 1974.

LAY AUDITORS' REPORTS

1971

We, the undersigned, have today examined the Financial Report for 1971, Tables 1 to 7, to be presented to the next meeting of the ITF Executive Board. Mr. Pegley, of Hesketh, Hardy, Hirshfield and Co. (the ITF's professional auditors), has confirmed to us in writing that the accounts as contained in the Financial Report will be reproduced in the official, certified auditors' report that he will shortly make.

With that assurance, we are satisfied that the accounts give a true and accurate picture of the finances of the Federation.

26 April 1972

Signed:
A. Kitson

Signed:
G. Kiely

1972

We, the undersigned, have examined the accounts of 1972 and are satisfied that as presented they give a true and accurate picture of the finances of the Federation.

We have discussed with the General Secretary and the representative of the Professional Auditors a number of questions and are satisfied that they and the Management Committee have the matters well in hand.

22 May 1973

Signed:
W. H. Johnson

Signed:
A. Kitson

1973

We the undersigned have examined the accounts of 1973 and are satisfied that as presented they give a true and accurate picture of the finances of the Federation.

We have discussed with the General Secretary a number of questions and are satisfied that he and the Management Committee have the matters well in hand.

Signed:
A. KITSON

Signed:
W. H. JOHNSON

XXXI C-5 — PROPOSED STANDING ORDERS

1. Congress procedure shall be governed by the relevant provisions of the ITF Constitution and by these Standing Orders.
2. The Management Committee shall act as the Standing Orders Committee.
3. The official languages of the Congress shall be English, French, German, Spanish and Swedish, into which all debates and documents shall be translated. Delegates may speak in other languages but they shall then make their own arrangements for interpretation, though the Secretariat will cooperate as far as possible.
4. The President may lay down a time limit for speeches.
5. The report of the Credentials Committee shall be considered as soon as it is available.
6. No proposal or amendment to a proposal shall be considered before it is (a) seconded and (b), if the President decides, given in writing to the delegates in the official languages.
7. If there is more than one amendment to a proposal, they shall be considered in the order of their importance, of which the President shall be the judge.
8. The President's ruling on the interpretation of these Standing Orders and procedural questions in general shall be final unless a challenge to his ruling is:
 - (a) made by the delegations of at least five affiliated organizations, and
 - (b) supported in a membership vote by a two-thirds majority.
9. Delegates are reminded that voting at Congress is governed by Rule IV, paragraphs 9 and 10 of the Constitution which run as follows:

"9. Voting at Congress shall be by show of delegates' cards or by membership vote. A membership vote shall be taken when prescribed by this Constitution or required by the Executive Board or by three organizations from three different countries represented directly and not by proxy at Congress. For the purposes of such a vote, an affiliate having up to one thousand members shall have one vote. An affiliate with more than one thousand members shall have one vote for each full thousand of its paid-up membership and one vote for any number of members by which its paid-up membership exceeds a number expressible in units of one thousand. The procedure for membership votes shall be set out in the Standing Orders.

10. Decisions shall be taken by simple majority except on matters for which this Constitution sets other requirements. In elections for any seat or office a candidate must receive more than half the votes cast to succeed. The voting procedure shall be set out in the Standing Orders."
10. The following procedure will apply in the event of a membership vote being taken in accordance with the above provisions of the Constitution:
 - (a) Each delegation will be given an envelope with ballot papers sufficient for four membership votes.
 - (b) The ballot papers will be of four different colours. Papers of one colour will be used each time a vote is taken. The President will announce which colour to use on each occasion.

- (c) Some delegations will find they have more than one ballot paper of each colour. For example, a union with a voting strength of 27,000 may find that it has two papers to the value of 10 votes, one of 5, and two of 1 — that is five papers in all — for every colour. This system ensures absolute secrecy in card voting, since it will not be possible to tell from the value of any one ballot paper to which delegation the paper belongs.
- (d) When a membership vote is taken and the President has announced which colour paper is to be used, delegates should use all papers of that colour. *On no account* should paper of another colour be used.

XXXI C-6 — ELECTION OF: (a) CREDENTIALS COMMITTEE

(b) RESOLUTIONS COMMITTEE

(a) Credentials Committee

- 1. Rule IV, paragraph 11, of the ITF Constitution requires Congress to appoint a Credentials Committee “to examine the credentials of delegations and make recommendations to Congress accordingly”.
- 2. The Executive Board *recommends* that the Credentials Committee should consist of nine members from the following Regions:

<i>Region</i>	<i>Members</i>
Africa	1
Asia	1
Latin America and Caribbean	1
North America	2
Europe and Middle East	4

(b) Resolutions Committee

- 3. It is customary for the ITF Congress to elect a Resolutions Committee. The Executive Board *recommends* that it should consist of eleven members from the following Regions:

<i>Region</i>	<i>Members</i>
Africa	1
Asia	1
Latin America and Caribbean	1
North America	2
Europe and Middle East	6

- 4. The Executive Board feels it would be helpful to point out that in ITF practice the Congress Resolutions Committee is not called upon to discuss or make recommendations on the merits of motions. Its main concern is to ensure that they are properly discussed elsewhere—for example, it may recommend that a motion of primary interest to one Section should first be discussed within the appropriate Section Conference. The Committee’s function is therefore largely procedural though, at the request of Congress, it may be asked to draft or re-draft resolutions arising from Congress debates.

XXXI C-10 — AMENDMENTS TO ITF CONSTITUTION

The following amendments have been proposed to the ITF Constitution:

Preamble

1. *Second paragraph (lines 5 to 9)*

Amend the second sentence so as to read: —

“It stands for the defence of democracy and freedom and is opposed to colonialism, imperialism, totalitarianism and aggression in all their forms and to any discrimination based on colour, nationality, sex, race or creed.”

Submitted by: “La Fraternidad” (Argentinian Locomotivemen’s Union).

Rule VI (Executive Board)

2. *Paragraph 1 (line 2)*

Amend “twenty-two” so as to read “*twenty-three*”.

Submitted jointly by the following American organizations: Seafarers’ International Union of North America; The Radio Officers’ Union; International Association of Machinists and Aerospace Workers; Transport Workers’ Union of America; National Maritime Union of America; International Organization of Masters, Mates and Pilots; Amalgamated Transit Union; Flight Engineers’ International Association; American Radio Association; National Marine Engineers’ Beneficial Association; International Longshoremen’s Association; Congress of Railway Unions,

by the Gewerkschaft der Eisenbahner Deutschlands (German Railwaymen’s Union),

and by “La Fraternidad” of Argentina.

3. *Paragraph 1 (line 5)*

After first sentence insert a new sentence to read: —

“Congress shall also elect a deputy member for each regional electoral group (see Rule VI, paragraph 5) who shall replace any titular member should a vacancy arise from death, retirement from union office or resignation.”

Submitted by “La Fraternidad” of Argentina.

4. *Paragraph 3 (line 5)*

Amend “Vice-President” so as to read “*the two Vice-Presidents*”.

Submitted by the Gewerkschaft der Eisenbahner Deutschlands (German Railwaymen’s Union).

5. *Paragraph 6*

Add a new sentence at the end of the present paragraph to read:—

“Membership shall also cease automatically if a member fails, without fully valid reason, to attend two consecutive meetings of the Board.”

Submitted by “La Fraternidad” of Argentina.

6. *Paragraph 9 (line 7)*

After the words “the Vice-President” insert the words “*chairing the meeting*”.

Submitted by the Gewerkschaft der Eisenbahner Deutschlands (German Railwaymen’s Union).

Rule VII (Management Committee)

7. *Paragraph 1 (line 2)*

Amend “Vice-President” so as to read “*two Vice-Presidents*”.

Submitted by the Gewerkschaft der Eisenbahner Deutschlands (German Railwaymen’s Union).

8. *Paragraph 2 (lines 5 to 8)*

Amend the sentence "It shall meet at least once between meetings of the Executive Board and not more than six months shall elapse between meetings" so as to read:—

"It shall meet at least once a year between the two meetings of the Executive Board."

Submitted by the Gewerkschaft der Eisenbahner Deutschlands (German Railwaymen's Union).

Rule VIII (President and Vice-President)

9. *Paragraph 1 (lines 1, 2 and 5)*

Amend "one Vice-President" so as to read "two Vice-Presidents" and insert after the first sentence a new sentence to read:—

"The President and Vice-Presidents shall not come from the same regional electoral group (see Rule VI, paragraph 5)."

Submitted jointly by the following American organizations: Seafarers' International Union of North America; The Radio Officers' Union; International Association of Machinists and Aerospace Workers; Transport Workers' Union of America; National Maritime Union of America; International Organization of Masters, Mates and Pilots; Amalgamated Transit Union; Flight Engineers' International Association; American Radio Association; National Marine Engineers' Beneficial Association; International Longshoremen's Association; Congress of Railway Unions, and by "La Fraternidad" of Argentina.

10. *Paragraph 1 (lines 1, 2 and 7)*

Amend "one Vice-President" so as to read "two Vice-Presidents" and amend the words "shall be eligible for re-election" so as to read "may be re-elected once".

Submitted by the Gewerkschaft der Eisenbahner Deutschlands (German Railwaymen's Union).

11. *Paragraph 2 (line 2)*

Amend the words "the Vice-President" so as to read "one of the two Vice-Presidents".

Submitted by the Gewerkschaft der Eisenbahner Deutschlands (German Railwaymen's Union).

**XXXI C-10/1 — SUPPLEMENTARY REPORT ON AMENDMENTS TO
ITF CONSTITUTION**

1. At its meeting on 5 August, the Executive Board considered in particular amendment number 9 to Rule VIII, paragraph 1 (Document XXXI C-10) and the amendment to this amendment from the British Transport and General Workers' Union.

2. After the Board had discussed at length the arguments for and against increasing the number of Vice-Presidents, it agreed that the purposes of the amendment and the interests of the ITF would best be served if Rule VIII, paragraph 1, were amended so as to read:—

"There shall be a President of the ITF who shall be nominated by the Executive Board from among its Members and proposed to Congress for election. There shall likewise be three Vice-Presidents of the ITF, each of whom shall come from a different Regional Electoral Group. At least one of the Vice-Presidents shall come from either the Asian, African or Latin American Regional Electoral Group. They shall hold office until the closure of the following Ordinary Congress and shall be eligible for re-election."

3. The Board recommends Congress to accept this change in the Constitution.

4. The Board further decided to suggest that the proposed amendments to the Constitution in Document XXXI C-10 should be considered in the following order:
1, 2, 3, 5, 8, 9, 4, 6, 7 and 11.
5. Amendments Nos. 4, 6, 7 and 11 are all consequential on a change in the number of Vice-Presidents. Those formulated on the premise that there will be two Vice-Presidents can be re-worded by the Secretariat, where necessary, should Congress decide on three.
6. Since the Board met, the Gewerkschaft der Eisenbahner Deutschlands has decided to withdraw amendment number 10.

XXXI C-11 — AFFILIATION FEES

1. At the meeting of the ITF Executive Board in Paris on 30 and 31 October 1973, the Board considered a proposal that the 31st Congress of the ITF to be held in Stockholm in August 1974 should authorize the standard rate of affiliation fee to be 7p in 1975, 8p in 1976 and 9p in 1977 and that these amounts should be paid at the currency exchange rates prevailing in August 1971, i.e. before the violent fluctuations in currency exchange rates occurred.
2. After a long discussion on the effects of inflation and the fluctuations in currency exchange rates the Board agreed:—
 - (a) that the General Secretary should be asked to investigate and to report to the next meeting of the Management Committee on the effect that would be felt on the ITF's finances if these fees were not paid at the August 1971 exchange rates;
 - (b) that the General Secretary should inform members of the Executive Board, and subsequently affiliated organizations, of the outcome of the Management Committee's discussions (see (a) above); and
 - (c) that the Executive Board should review the matter at its meeting immediately before the 31st Congress.
3. The Management Committee met in London on 17 April 1974 and decided that the possibility of fixing affiliation fees on the basis of 1971 exchange rates should not be pursued on the grounds that, if the Management Committee's decision resulted in a serious detrimental effect on the ITF finances during the three years 1975 to 1977, the Executive Board was empowered by the ITF Constitution (Rule XV, paragraph 2) to call for supplementary contributions from affiliated organizations.
4. The Management Committee also instructed the General Secretary to advise affiliates that, at its meeting immediately before the 31st Congress, the Executive Board would consider recommending to Congress that the standard rate of affiliation fee should be 7p in 1975, 8p in 1976 and 9p in 1977.
5. The purpose of this document is to give affiliates the reasons for the proposal which are as follows:—
6. At the 1971 Congress a progressive annual increase in the rate of affiliation fee was decided upon and there is no doubt that the progressive method adopted assisted our affiliates in meeting their financial obligations and, at the same time, helped the ITF to meet the demands imposed by normal inflationary tendencies. However, particularly during 1973, the rate of inflation could not be described as "normal" and, when the rate of affiliation fee was fixed in 1971, the floating of the pound sterling and the violent fluctuations in currency exchange rates were not foreseen. We cannot say with any precision what effect these two factors have had on the ITF's finances as some affiliates generously continued to pay fees at the exchange rates prevailing in 1971. Without this, the ITF would have lost part of its income as the European currencies have moved against the pound sterling to such an extent that the pound has lost between 22% and 29% of its value vis-à-vis these currencies since 1971.

7. Overall, the ITF has maintained its financial stability during the past three years by carefully controlling the costs which can be controlled but the main single item of expenditure, as with all service organizations, is the cost of the Secretariat. An adequate staff must be maintained to service affiliates and such staff must be paid adequately in the light of their duties and in comparison with other similar organizations. The ITF Headquarters must also be in suitable premises and the two items of (1) staff costs and the cost of (2) rent, heating, services and local taxes have shown an increase between 1971 and 1973 of 34%. Projecting this figure to the end of 1974 (for which year no increase is requested) on the basis of known facts, brings the increase to certainly not less than 45%.
8. All other costs too, over which the ITF has no control, have increased and are continuing to increase. (Travel costs 40%; Stationery 30%; Postal, cable and telephone charges 45%.) We are sure, however, that our affiliates need no reminder of this as serious inflation appears to be endemic to most countries at the present time and shows no signs of abating. Indeed, the pundits are predicting an inflationary increase of 15% in the United Kingdom for 1974 alone.
9. When considering what recommendation to make to Congress on Affiliation Fees, we have constantly borne in mind the fact that affiliated organizations are themselves often hard pressed financially and that many of them would wish to avoid too steep or sudden an increase in affiliation fees to the ITF. For this reason, we would suggest that a progressive increase might be agreed as follows:

1975	7p per member per year;
1976	8p per member per year;
1977	9p per member per year.
10. This would amount to an effective increase for 1975 of 16.6%, for 1976 of 14.2% and for 1977 of 12½% and could be expected to meet any additional costs arising out of inflation.

XXXI C-14/GC/1 — ELECTION OF THE GENERAL COUNCIL

1. The election of the General Council is governed by Rule V of the ITF Constitution, the main provisions being:
 - (a) The General Council consists of titular members and their deputies, and the General Secretary. The titular and deputy members are elected by Congress.
 - (b) The membership of the Council is to be a reasonable reflection of the ITF's membership, geographically and industrially. No affiliated organization with a paid-up membership of less than 100,000 may have more than one member and no organization more than two.
 - (c) The Council is elected from nominations made by national or regional electoral groups. Every delegation to Congress has the right to submit candidates for nomination within its group.
 - (d) The composition of the national or regional electoral groups and the number of nominations which each group can make is decided by Congress on the recommendation of the Executive Board.
 - (e) If there has to be a vote within a group, i.e. if the number of candidates exceeds the permissible number of nominations, the vote will be conducted in accordance with Rule IV, paragraphs 9 and 10. (These paragraphs are reproduced in the Congress Standing Orders.)
2. The Executive Board *recommends* that in the election of the General Council, the national or regional electoral groups and the number of nominations which each group may make should be:

National or Regional Group

Members Deputy Members

Europe and Middle East

1. Austria	1	1
2. Belgium, Luxembourg and Netherlands	3	3
3. Denmark, Faroes, Iceland, Finland	3	3
4. France	1	1
5. Germany	4	4
6. Great Britain and Irish Republic	4	4
7. Italy, Malta, Cyprus	1	1
8. Norway	1	1
9. Sweden	1	1
10. Switzerland	1	1
11. Israel, Jordan, Lebanon, Turkey	2	2
12. Estonia, Poland, Spain	1	1

Africa

13. Arab Republic of Egypt, Ghana, Kenya, Malagasy Republic, Malawi, Nigeria, Rhodesia, Senegal, Sierra Leone, South Africa, Tunisia	2	2
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Asia and Australasia

14. Japan	2	2
15. Australia, Bangladesh, Burma, Fiji, Gilbert & Ellice Islands, India, Indonesia, Korea, Malaysia, New Zealand, Pakistan, Philippines, Singapore, Sri Lanka, Taiwan, Vietnam	3	3

Latin America and Caribbean

16. Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Curacao, Dominican Republic, Ecuador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, El Salvador, Uruguay, Venezuela	3	3
17. Barbados, Bermuda, Grenada, Guyana, Jamaica, St. Lucia, Trinidad	1	1

North America

18. Canada	3	3
19. U.S.A.	7	7

XXXI C-14/GC/2 — NOMINATIONS FOR THE GENERAL COUNCIL

Europe and Middle East

Titular Member

Deputy Member

1. Austria	F. Prechtl	J. Roposs
2. Belgium, Luxembourg and Netherlands	J. Post — Netherlands J. Schneider — Luxembourg W. Cassiers — Belgium	W. Ch. van Zuylen — Netherlands M. Vergracht — Belgium P. Herin — Belgium
3. Denmark, Faroes, Iceland, Finland	P. Oivio — Finland K. Ellegaard — Denmark A. C. Hansen — Denmark	S-E. Nylund — Finland B. Aanaes — Denmark O. Jacobsen — Faroes
4. France	L. Buonaccorsi	R. Decoudun
5. Germany	H. Kluncker K. H. Hoffmann Ph. Seibert H. Smuda	W. Murche W. Matthies L. Raupp F. Fasshauer

- | | | |
|--------------------------------------|--|--|
| 6. Gt. Britain and
Irish Republic | J. L. Jones
S. F. Greene
D. Mackenzie
C. Kirwan — Ireland | E. Nevin
R. W. Buckton
G. Kiely
J. Slater |
| 7. Italy, Malta, Cyprus | P. Iannone — Italy | A. Ortolani — Italy |
| 8. Norway | H. Aasarød | M. A. Bakke |
| 9. Sweden | H. Ericson | O. Jansson |
| 10. Switzerland | W. Meier | K. Rebsamen |
| 11. Israel, Jordan, Turkey | Y. Woshchina — Israel
S. Akova — Turkey | S. Perry — Israel
A. Basaran — Turkey |
| 12. Estonia, Poland, Spain | N. Metslov — Estonia | S. L. Lopez — Spain |

Africa

- | | | |
|---|--|--|
| 13. Arab Republic of Egypt,
Ghana, Kenya, Malagasy
Republic, Malawi,
Nigeria, Rhodesia,
Senegal, Sierra Leone,
South Africa, Tunisia | J. R. Baiden — Ghana
A. Ayoub — Tunisia | D. Oyeyemi — Nigeria
A. J. Mhangu —
Rhodesia |
|---|--|--|

Asia and Australasia

- | | | |
|---|---|--|
| 14. Japan | K. Kihata
Y. Murakami | M. Yamamoto
I. Tomita |
| 15. Australia, Bangladesh,
Burma, Fiji, Gilbert &
Ellice Islands, India,
Indonesia, Korea,
Malaysia, New Zealand,
Pakistan, Philippines,
Singapore, Sri Lanka,
Taiwan, Vietnam | C. S. Nair — Singapore
C. H. Fitzgibbon —
Australia
R. S. Oca —
Philippines | Hong Dah-Ih —
China - Taiwan
M. Yasin — Pakistan
B. Mohan Rao — India |

Latin America and Caribbean

- | | | |
|--|--|--|
| 16. Argentina, Bolivia, Brazil,
Chile, Colombia, Costa
Rica, Curacao, Dominican
Republic, Ecuador,
Guatemala, Honduras,
Mexico, Nicaragua,
Panama, Paraguay, Peru,
El Salvador, Uruguay,
Venezuela | M. Ramirez — Peru
A. Victoria — Mexico
E. Tolosa — Argentina | M. Tulio Alvarado —
Costa Rica
M. Chepote — Panama
H. Rodriguez — Ecuador |
| 17. Barbados, Bermuda,
Grenada, Guyana,
Jamaica, St. Lucia,
Trinidad | R. Francis — Jamaica | E. Blakeney — Bermuda |

North America

- | | | |
|------------|---|--|
| 18. Canada | W. C. Y. McGregor
D. N. Secord
R. R. Smeal | M. Rygus
R. Gingerich
D. Kennedy |
| 19. U.S.A. | E. Shepard
S. J. Wall
C. L. Dennis
J. Peterpaul
M. Guinan
D. S. Beattie
T. W. Gleason | C. Tanner
M. Barisic
R. T. McKay
D. J. Mahoney, Jr.
J. Wahle
J. F. Otero
J. Bowers |

XXXI C-14/EB/1 — ELECTION OF THE EXECUTIVE BOARD

1. The election of the Executive Board is governed by Rule VI of the ITF Constitution, the main provisions being: —
 - (a) The Executive Board consists of twenty-three members. Twenty-two (the other member being the General Secretary) are elected by Congress from among the members of the General Council.
 - (b) The membership of the Board is to be a reasonable reflection of the ITF's membership, geographically and industrially. No affiliated organization may have more than one member.
 - (c) The Board is elected from nominations made by regional electoral groups. Every delegation to Congress has the right to submit candidates for nomination within its group, but the candidates must be members of the General Council.
 - (d) The composition of the regional electoral groups and the number of nominations which each group can make is decided by Congress on the recommendation of the Executive Board.
 - (e) If there has to be a vote within a regional electoral group, i.e. if the number of candidates exceeds the permissible number of nominations, the vote will be conducted in accordance with Rule IV, paragraphs 9 and 10. (These paragraphs are reproduced in the Congress Standing Orders.)

2. The Executive Board, on the basis of the present Constitution (Rule VI, paragraph 1), *recommends* that, in the election of the Executive Board, the regional electoral groups and the number of nominations which each group may make should be:

(a) Europe and Middle East	...	...	12	
(b) North America	...	...	4	(see schedule
(c) Africa	...	...	2	of countries
(d) Asia and Australasia	...	...	2	below)
(e) Latin America and Caribbean	...	...	2	

However, if Congress decides to amend Rule VI, paragraph 1 so as to increase the Board to 23 members, plus the General Secretary, the Board *recommends* that the extra seat should be allocated to the North American group.

3. The Executive Board *further recommends* that, with the exception of the North American group (which includes only two countries), no country with a paid-up membership of less than 500,000 should have more than one nominee; no country with less than one million, more than two; and no other country more than three.

AFRICA

Arab Republic of Egypt	Kenya	Nigeria	Sierra Leone
Ghana	Malagasy Republic	Rhodesia	South Africa
	Malawi	Senegal	Tunisia

ASIA AND AUSTRALASIA

Australia	India	New Zealand	Taiwan
Bangladesh	Indonesia	Pakistan	Vietnam
Fiji	Japan	Philippines	
Gilbert & Ellice Islands	Korea	Singapore	
	Malaysia	Sri Lanka	

LATIN AMERICA AND CARIBBEAN

Argentina	Costa Rica	Guyana	Peru
Barbados	Curacao	Honduras	St. Lucia
Bermuda	Dominican Republic	Jamaica	El Salvador
Bolivia		Mexico	Trinidad
Brazil	Ecuador	Nicaragua	Uruguay
Chile	Grenada	Panama	Venezuela
Colombia	Guatemala	Paraguay	

NORTH AMERICA

Canada U.S.A.

EUROPE AND MIDDLE EAST

Austria	Finland	Israel	Norway
Belgium	France	Italy	Poland
Cyprus	Germany	Lebanon	Spain
Denmark	Great Britain	Luxembourg	Sweden
Estonia	Iceland	Malta	Switzerland
Faroe Islands	Irish Republic	Netherlands	Turkey

XXXI C-14/EB/2 — NOMINATIONS FOR THE EXECUTIVE BOARD

<i>NAME</i>	<i>COUNTRY</i>
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Europe and Middle East

F. Prechtl	Austria
J. L. Jones	Great Britain
S. F. Greene	Great Britain
W. Meier	Switzerland
H. Aasarød	Norway
H. Ericson	Sweden
J. K. Post	Netherlands
L. Buonaccorsi	France
W. Cassiers	Belgium
Y. Woshchina	Israel
Ph. Seibert	Germany
H. Kluncker	Germany

Africa

A. Ayoub	Tunisia
J. R. Baiden	Ghana

Asia

C. S. Nair	Singapore
K. Kihata	Japan

Latin America and Caribbean

E. Tolosa	Argentina
M. Ramirez	Peru

North America

W. C. Y. McGregor	Canada
D. N. Secord	Canada
D. S. Beattie	USA
T. W. Gleason	USA
J. Peterpaul	USA

A G E N D A

OF THE THIRTY-FIRST CONGRESS OF THE INTERNATIONAL TRANSPORT WORKERS' FEDERATION

held from 7 to 15 August, 1974 in Stockholm

1. OPENING CEREMONY
2. ADDRESSES BY HOST ORGANIZATIONS AND
DISTINGUISHED GUESTS
3. PRESIDENTIAL ADDRESS
4. ELECTION OF TELLERS AND BALLOT SCRUTINEERS
5. ADOPTION OF STANDING ORDERS
6. ELECTION OF (a) CREDENTIALS COMMITTEE
(b) RESOLUTIONS COMMITTEE
7. REPORT ON ACTIVITIES 1971 TO 1973
8. FINANCIAL STATEMENTS AND AUDITORS' REPORTS 1971
TO 1973
9. MOTIONS
10. AMENDMENTS TO ITF CONSTITUTION
11. AFFILIATION FEES
12. LOCATION OF HEADQUARTERS
13. REPORTS ON SECTION CONFERENCES
14. ELECTION OF GOVERNING BODIES, AUDITORS,
GENERAL SECRETARY, PRESIDENT AND
VICE-PRESIDENT

31st Congress
International Transport Workers' Federation
Summarized Record of Proceedings in
Plenary Session

Wednesday 7th August 1974

Morning Session

Before the proceedings opened, the Swedish Radio Symphony Orchestra performed Glinka's overture Ruslan and Ludmila. This was followed by a rendering of Mattinata, Vivere and La danza by the Swedish opera singer Sven-Erik Wikström.

Hans Ericson, President of the Swedish Transport Workers' Union, welcomed Congress delegates, observers and guests to Stockholm on behalf of the Swedish host organizations. He recalled the ITF's first Stockholm Congress in 1902 and said that this was the fourth Congress to be held in the Swedish capital. The Congress agenda was indeed a weighty one and included a number of important questions. In his opinion, one of the ITF's most important future tasks would be to determine its attitude towards multi-national companies, as these were undermining the efforts of unions to improve their members' conditions. He also informed delegates that a decision had been taken at the 1974 Congress of the Scandinavian Transport Workers' Federation in Helsinki to extend the blockade of flag-of-convenience vessels to all Nordic countries, adding that the wholehearted support of unions in other countries was needed to render the Federation's efforts truly effective.

He then extended a welcome to the following Guests of Honour: the Swedish Prime Minister, Olof Palme; the Swedish Minister of Communications, Bengt Norling; the Chairman of the Stockholm City Council, Ewald Johannesson; and the Chief Executive of the Stockholm City Council, John Olof Persson. He also extended fraternal greetings to the following observers: Secretary of the Swedish Trade Union Confederation, Rune Molin (representing LO Chairman Gunnar Nilsson who was unable to be present) and members of the LO International Department Torbjörn Carlsson, André Tiria and Urs Hauser; the Head of Information of the Swedish Salaried Employees' Federation, Sven Fockstedt; and Gert Carlsson and Åke Hjelm of the Swedish co-operative insurance company, Folksam. He concluded by welcoming the labour attachés from a number of foreign embassies in the Swedish capital as well as representatives of the Swedish press, radio and television.

There followed an entertainment by Busk-Margit Jonsson and members of Skansens Spelmanslag.

OLOF PALME'S ADDRESS

Olof Palme, Swedish Prime Minister, welcomed Congress delegates to Sweden and extended cordial greetings from the Swedish government. He said that the presence of the ITF Congress in Stockholm would serve to focus the attention of the Swedish people on the importance of the ITF in the modern world of rapid communications and increased trade across national frontiers. The six Swedish unions belonging to the ITF were, he knew, proud of their International and felt privileged to be part of such a strong international tradition.

The Prime Minister recalled the extremes of wealth and poverty that were characteristic of Sweden in the early days of Socialism at the end of the nineteenth century when the workers' struggle to transform Swedish society was still in its pioneering stage. However, in one respect, he said, the Swedish labour movement had been very far-sighted: it saw very clearly the connection between the labour movement's political aims and the trade union struggle. A whole generation of Swedish trade unionists had devoted their lives to the fight for political democracy and as a result Sweden now had a reputation of which it could be justly proud.

It was a fact universally recognized, the Prime Minister continued, that a strong trade union movement was a vital element of democracy—a fact that was taken advantage of by the enemies of freedom. For the first step that a dictatorship took on assuming power was either to destroy the independent trade unions or to turn them into pliant tools of its will. The Chilean junta, for example, had seen in the democratic trade unions its fiercest enemy, and active trade unionists had been persecuted and massacred.

Dictatorships had no other defence than the attributes of naked force. But denied the strength that came from popular support, they frequently slid into political and moral bankruptcy. The people of Chile should take heart from the recent events in Portugal and Greece. His hope was that their will to freedom would be victorious and that the trade union movement would be in the vanguard of those trying to create a new and worthwhile society.

The Prime Minister went on to speak of the far-reaching reforms that were taking place in industrial life. We had reached the stage where the traditional balance of power in favour of the employers was being challenged and workers were actively seeking — if they had not already secured — employee representation on boards of management. He believed that the ITF and the trade union movement generally had an important part to play in pushing through the remaining reforms that were necessary to bring about a complete democratization of the workplace.

The Prime Minister then called on workers everywhere to join together at the international level to resist the attempts currently being made by powerful multi-national corporations systematically to weaken the hard-won power of the unions. In his view, internationalism did not mean providing capital with *carte blanche* to operate across national frontiers; rather it meant co-operating in the defence of the welfare and the security of the broad masses of the people.

The political wing of the labour movement, the Prime Minister concluded, must also play its part in helping the unions confront the dangers posed by the multi-nationals. There must be collaboration between the two in the fields of economic policy, the collective creation of capital and the further democratization of industrial enterprises. The Swedish Social Democratic Party was pleased that a first step in this direction would shortly be made with the creation of a Task Force organized by the ICFTU, the International Trade Secretariats and the Socialist International.

The Swedish Radio Symphony Orchestra under the direction of Sixten Strömwall then played the Slavonic dance No. 8 in G minor by Dvorak.

The President paid tribute to all those trade union colleagues and friends of the trade union movement who had died since the last ITF Congress. Delegates stood for one minute in silent homage to their memory.

This was followed by the Romance from the Pastoral Suite of Lars-Erik Larsson played by the Swedish Radio Symphony Orchestra.

PRESIDENTIAL ADDRESS

Fritz Prechtl, President of the ITF, welcomed those present. He thanked the Swedish hosts for making it possible for the ITF to hold its 31st Congress in Stockholm.

He said that Congress was taking place at a time of political and economic tension. The world was troubled by terrorism, poverty, unpredictably fluctuating rates of currency exchange and an unprecedented energy crisis. While one part of mankind feared cuts in its standard of living, the other, less fortunate, half was unable to get enough to eat.

It was, the President continued, a sad and shocking fact that the stark political repression which existed in Chile and other Latin American and Asian countries, in Africa and in Spain was often accepted by the outside world with indifference. People in the developed industrial nations were being encouraged to spend their holidays in countries where trade union meetings were violently broken up and union officials were shot at public meetings. It was to the credit of the ITF that it had always suspended unions which co-operated with dictators and that it had made known its condemnation of dictatorial régimes by organizing protest boycotts.

Bro. PrechtI recalled the occasion in 1962 when he had advocated decisive action against international terrorism. Since then, this threat had grown and the ITF had been compelled to organize a one-day world-wide protest boycott, on 19th June 1972, in an attempt to persuade governments to take effective action against the perpetrators of hijackings and terrorist attacks.

The stoppage had been successful in that it had prompted the ICAO Council to meet in emergency session to draft an international agreement envisaging sanctions against states not complying with the decisions reached. But the failure of the International Diplomatic Conference held in Rome in September 1973 had proved that governments, with few exceptions, were unwilling to take active steps to ensure aviation safety. This had been a deep disappointment to the ITF, which had attended in the hope that the Conference would result in effective decisions being taken against an intolerable evil.

The ITF position was simple: all categories of transport workers felt that they were no longer able to ensure their own safety and that of the travelling public. Their patience was exhausted: they were no longer prepared to be the victims of governmental indifference and would do all in their power to find a solution to the problem.

Bro. PrechtI went on to say that a good-will mission comprising himself, the General Secretary and Jack Jones of the British Transport and General Workers' Union had held talks with leaders of Arab transport unions in an endeavour to lessen the tensions arising out of the October War. He hoped that their joint efforts would help bring about an early re-opening of the Suez Canal and the restoration of freedom of navigation to vessels of all nations including, naturally, those of Israel.

He then spoke of the energy crisis, which had unfortunately led to increased unemployment, a total arrest of economic growth and an intolerable balance of payments position for the developing nations. India, for example, had been forced to abandon her recently-adopted five-year development plan; and the situation in the adjoining countries of Pakistan, Bangladesh and Sri Lanka was no less serious. The President said that the international workers' movement had a clear duty to take the appropriate steps to protect the working people of these countries from the adverse consequences of the misguided policies of oil magnates and multi-national oil companies.

Governments and trade unions were, he added, helpless vis-à-vis the giant multi-national corporations, which were making enormous profits, not only from the oil crisis. It would therefore be one of the most important tasks of the present Congress to determine its attitude to the multi-nationals. He felt that the ITF should undertake a study of their aims and policies and formulate some constructive proposals for countering their negative effects on workers.

The ITF, the President continued, was an organization which, in the words of its Constitution, was opposed to discrimination on the basis of colour, race or creed. For that reason, it must be prepared to talk to anyone and render them help and counsel. This was perhaps more necessary than ever at a time when transport workers in a number of countries were experiencing great difficulties in obtaining certain basic rights for their members. Japanese railwaymen, for example, were engaged in a bitter and determined struggle for the right to strike; and in India trade union officials had been imprisoned when they resorted to strike action in defence of the legitimate claims of railway workers. As President of the ITF, he gave his personal pledge that the free trade union movement would not abandon its determination to defend democracy and freedom with every means at its disposal. It would also strive for a narrowing of the gap in the quality of life enjoyed by people in the developed and developing world.

Relations between nations, the President concluded, must be based on complete recognition of the right of all people to live their lives in safety and human dignity. To achieve this, we must first strive for world-wide peace. For it was only in a climate of peace that the ITF could help to bring about a better standard of life for all its members. He hoped that the 31st Congress of the ITF would contribute decisively towards the realization of this aim.

George Bassman then played the trombone solo "I'm getting sentimental over you" by Christer Torgé.

The opening ceremony concluded with the Knightsbridge March by Eric Coates played by the Swedish Radio Symphony Orchestra.

STANDING ORDERS

(Congress document XXXI C-5)

The **Standing Orders** as set out in document XXXI C-5 were **adopted**.

Wednesday 7th August 1974

Afternoon Session

The President extended a cordial welcome to former ITF Presidents Roger Dekeyzer, Frank Cousins and Hans Düby and to two former General Secretaries of the ITF, Pieter de Vries and Hans Imhof. He also conveyed fraternal greeting to Congress on behalf of former ITF General Secretary Omer Becu, who was unable to attend for health reasons. He went on to welcome Guest Speakers Ketil Nordahl (ILO) and John Vanderveken (ICFTU) and also the following observers represented at Congress: Sven Jonasson, FIET; Stig Nilsson, IGF; Ivan Lind, ITGLWF; Sigvard Nyström, IUF; Johan Löfblad, IFBW; Captain J. Falkman, IFALPA; Enar Ågren, ICF; Jørgen Knudsen, PSI; Stefan Nedzynski and Arne Johansson, PTTI; Captain Wright, Canadian Air Line Pilots' Association; and Gert Carlsson and Åke Hjelm, Folksam.

He then gave a warm welcome to veteran Swedish trade unionists Fritz Croner, Rudolf Lindfors and Nils Roth of the Commercial Employees' Union; Gustaf Kolare and Herman Blomgren of the State Employees' Union; Artur Ervast and Harry V. O. Bengtsson of the Engineer Officers' Union; Arne Stridsberg, Evert Holm and Gunnar Carlsson of the Seamen's Union; Sigurd Klinga, Helge Pettersson, Hjalmar Svensson and Wenzel Stuchly of the Transport Workers' Union; and Nils Hugo Åkesson of the Ships' Officers' Association. He concluded by expressing his pleasure at the presence at Congress of a number of labour attachés from various foreign embassies in Stockholm.

Bro. Prechtl also informed Congress that he had visited Evert Svensson, formerly of the Swedish State Employees' Union, who was in hospital following an operation, and that Bro. Svensson had sent his best wishes for the success of Congress.

ADDRESS BY KETIL NORDAHL OF THE ILO

Nordahl conveyed greetings from ILO Director-General Francis Blanchard.

Recalling the late Wilfred Jenks' address to the ITF's 75th Anniversary Congress, in which the Director-General had described the relationship between the ILO and the ITF as a "partnership for freedom", Nordahl said that he wished to outline the ways in which the ILO intended to develop that partnership in the next biennium.

It was hoped that the Preparatory Meeting on Civil Aviation in early October would lead to appropriate action being taken on the social and labour problems of civil aviation workers. It was also hoped that this would be followed by a full-scale tripartite meeting.

Regarding road transport, a Meeting of Experts on Hours of Work and Rest Periods in Road Transport would also meet in October, and the next meeting of the Inland Transport Committee would discuss the problems of road transport, inland navigation and railway workers.

In the maritime field, the most important event would be the Preparatory Technical Maritime Conference scheduled for mid-October 1975, which would concentrate on the following areas: industrial relations; the revision of the Paid Vacations (Seafarers) Convention of 1949 in the light of the Holidays with Pay Convention (Revised) of 1970; the protection of young seafarers; the continuity of employment of seafarers; and substandard vessels, with particular reference to flags of convenience.

Regarding his own specialist area, the ILO would be devoting increased attention to workers' education for maritime and dock workers.

From this brief resumé, Nordahl added, delegates would appreciate that the ILO was continuing to show a lively concern for the many-sided problems of transport workers. But any success that might result from these efforts would be in no small measure due to the constant and valued co-operation of transport workers' organizations, both national and international.

ADDRESS BY JOHN VANDERVEKEN OF THE ICFTU

Vanderveken (Assistant General Secretary of the ICFTU) conveyed apologies from ICFTU General Secretary Otto Kersten, who was unable to attend Congress, and extended fraternal greetings from the Confederation's 55 million members.

Relations between the two Internationals were excellent. The ICFTU had made use of its special consultative status to help the ITF represent its members' interests at the ILO and IMCO, and the ITF, in its turn, had consistently supported the work of the ICFTU — notably within the Joint ICFTU/ITS Working Party on Multinational Companies.

There had been a swift response on the part of the international trade union movement to recent events in Portugal. A high level ICFTU/ITS mission had been dispatched immediately after the fall of the Caetano régime to see what could be done to help restore trade union democracy; and a permanent ICFTU representative was now stationed there in an advisory capacity. He was glad to hear that the ITF too was helping in the task of building up new Portuguese trade unions from the grass roots.

More recently still, there had been a welcome change of government in Greece. He felt that, given international support, there was every chance of a successful revival of the Hellenic free trade union movement. As part of this effort, an ICFTU/ITS mission was currently in Greece, where it was conferring with trade unionists and leading government officials, including the Prime Minister Konstantine Karamanlis.

In conclusion, he said that international worker solidarity was more necessary than ever in the changing world of the 1970s. The free trade union movement faced an exciting challenge.

**ELECTION OF (a) CREDENTIALS COMMITTEE
(b) RESOLUTIONS COMMITTEE**

(Congress document XXXI C-6)

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

Africa:	Alhaji H. P. Adebola (Nigeria)
Asia:	V. Jayakody (Singapore)
Latin America and the Caribbean:	R. Massagatti (Argentina)
North America:	E. Shepard (USA) W. C. Y. McGregor (Canada)
Europe:	A. Kitson (Great Britain) J. Roposs (Austria) K. Haussig (Germany) R. Herdin (Finland)

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

Africa:	I. Lejri (Tunisia)
Asia:	A. P. Sharma (India)
Latin America and the Caribbean:	J. Fonseca (Peru)
North America:	W. Winpisinger (USA) D. Secord (Canada)
Europe:	D. A. Mackenzie (Great Britain) B. Heggstad (Sweden) R. Hofmann (Germany) S. Barendregt (Netherlands) M. A. Bakke (Norway) E. Halevie (Israel)

ELECTION OF TELLERS AND BALLOT SCRUTINEERS

(Congress document XXXI C-4)

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

B. Heggstad (Sweden)
A. J. Mhangu (Zimbabwe)
J. Bowers (United States)
M. Yasin (Pakistan)
M. Alvarado (Costa Rica)

REPORT ON ACTIVITIES

(Congress document XXXI C-7)

The General Secretary introduced the Report on Activities for the years 1971, 1972 and 1973. In a reference to recent world events, he said that although the ITF was a non-political organization it reserved the right to intervene when governments such as the Chilean military junta denied certain basic rights to their people. One hopeful event this year had been the return to democratic government in Portugal; he bid the Portuguese observers attending Congress welcome, while promising them every assistance in their efforts to establish a free trade union movement in their country.

The General Secretary then reported to Congress on the activities of the ITF and its industrial sections during the review period. The last three years had seen an expansion of the Regional education programme; an intensification of action against flags of convenience and greater protection against the exploitation of seafarers from the developing nations, particularly those in Asia; the setting up of a joint ITF/IFALPA Committee on Prevention of Hijacking and Sabotage of Civil Aviation; and the securing by the Dockers' Section of an ILO Convention and supporting Recommendation on the Social Repercussions of New Methods of Cargo Handling.

Other important areas in which the ITF had brought its influence to bear included the Icelandic fishing dispute (meetings of the British, German and Icelandic unions concerned had been arranged in London and Reykjavik); the introduction of automatic couplings; the revision of ILO Convention No. 67 on Hours of Work and Rest Periods in Road Transport; and the medical care of inland boatmen. He said that the ITF had also supported Japanese public service workers in their efforts to obtain the right to strike and that it was currently seeking to persuade the ILO Committee on Freedom of Association to reverse its finding that restrictions on strikes causing "public inconvenience" were permissible.

Finally, Bro. Blyth thanked the ITF staff in London and the Regions for the hard work they had done for the affiliates.

Van Zuylen (Dutch Seafarers' Federation), speaking for the ITF's Dutch affiliates, criticized the preponderance of railway union nominees on the Management Committee and urged the incoming Executive Board to ensure that all sections of ITF membership were in future adequately represented. He was disagreeably surprised that the ITF, unlike other ITSSs, had not yet evolved a policy for dealing with the multi-nationals; and that the Federation had failed to follow up the Executive Board Statement on Chile of October 1973 with any positive action, although the political situation in that country had worsened in the interval. He also mentioned that his union would be intervening during Congress in support of the right to strike for Japanese transport workers.

Turning to Sectional matters, he welcomed the decline in acts of hijacking and sabotage resulting from tighter airport security. He deplored the negative reaction of ATLAS and the KSSU to the ITF approach for joint consultations and asked the Section to defend the jobs of civil aviation workers employed by their member airlines, who were threatened by redundancy. He also appealed to ITF civil aviation affiliates to prevail on ICAO to reconsider its decision not to grant the ITF permanent observer status.

Moving on to maritime affairs, he thanked those seafarers' organizations in Scandinavia who had assisted the FWZ in its recent action against Spliethoffs Befrachningskantoor NV. He felt that the Special Seafarers' Section should be more active; there should be more frequent meetings of the Fair Practices Committee and a closer watch should be kept on vessels under ITF agreement. Van Zuylen concluded by appealing to the Executive Board to make available to ITF seafarers' unions the facilities they needed to prepare their positions for meetings of the ILO and IMCO.

Thursday 8th August 1974

Morning Session

REPORT ON ACTIVITIES (Cont.)

Fernandes (All-India Railwaymen's Federation), attending his first ITF Congress, reported on the Indian railwaymen's strike of May 1974, which had been called following the breakdown of negotiations on pay and conditions of service. He said that the government had reacted to the union stoppage in a way which showed that it was determined to destroy legitimate trade unions in India. Railwaymen's leaders in all parts of the sub-continent had been arrested and detained (Fernandes was held for 28 days in gaol) and repressive tactics had been employed against striking union members: these included large-scale arrests, the victimization of workers and their families, the mobilization of large numbers of railwaymen, the withholding of wages, and the use of the government-controlled media to spread anti-worker propaganda. The ruling Congress Party had ignored pleas for leniency towards the striking workers — including one from President Giri, himself a former AIRF president — and the union had been forced eventually to abandon its industrial action.

Fernandes thanked the ITF and its member unions, especially the GdED, for their support at this difficult time and expressed his gratitude to Japanese railwaymen who had staged a protest demonstration in front of the Indian embassy in Tokyo. He then requested Congress to consider an emergency motion expressing solidarity with the railway workers of India and calling on the Indian government to abandon its anti-worker policies. He also asked delegates to approve the sending of an ITF delegation to India on a fact-finding mission.

The President reiterated ITF support for the Indian railwaymen and said that he would ask the Standing Orders Committee to recognize the AIRF motion as an emergency motion.

Hernandez (Venezuelan Transport Workers' Federation) hoped that the ITF would continue to show an interest in the Latin American trade union movement; also that it would one day convene a Congress in the Regions. He then lent his support to Fernandes' request that a fact-finding mission be sent to India. While welcoming the recent political events in Portugal and Greece, he warned that as only five Latin American countries had freely elected governments every effort should be made to prevent dictatorships of the Chilean model from being established elsewhere on that continent. He also mentioned the anti-monopoly conference due to take place in his country in the autumn, at which the activities of the multi-national corporations would be subjected to very close scrutiny. Finally he urged the ITF to keep a close watch on the forces hostile to the trade union movement that were beginning to gain ground in Latin America.

Cassiers (Belgian Transport Workers' Federation) said that he was impressed by the militancy with which the flag-of-convenience campaign was being conducted, especially by the dockers. But too many shipowners were still shamelessly exploiting unprotected seafarers from the developing nations. While welcoming the legislation introduced in the Belgian parliament in 1972, which had regularized employment in the Belgian docks industry, he was concerned at the number of accidents at container terminals caused by the faulty design of straddle carriers and he stressed the need for internationally agreed standards of design and training in their use. Concluding his remarks, he recalled the Executive Board statement of October 1973 on Chile and said that his union would support ITF efforts to help the Chilean people.

Kosaka (Japan Travel Bureau Workers' Union), extending fraternal greetings from his own union, congratulated the ITF on its work on behalf of transport workers throughout the world. He reminded delegates that the JTBWU had been instrumental in securing the establishment at the 1968 Wiesbaden Congress of the Allied Industries and Services Section, adding that the continued existence of the Section was vital to a satisfactory solution of the problems facing allied workers everywhere. He said that Japanese travel bureau workers had their own national federation, KANKO ROREN, and asked that the Federation be allowed to affiliate to the ITF. He concluded by urging that the Section should (a) conduct an investigation into the wages and conditions of travel bureau workers and (b) put pressure on the Universal Federation of Travel Agents' Associations to introduce a vocational training scheme for workers in the industry.

Woshchina (National Union of Government Employees (Railwaymen), Israel) said he hoped that a period of lasting peace had at last come to the Middle East. After explaining how HISTADRUT had tackled the problem of inflation, he urged the ITF to do all within its power to ensure that the real wages of transport workers were adequately protected. He also spoke of the part played by the Israeli Seamen's Union in the flag-of-convenience campaign. Turning to the civil aviation industry, he felt that the time was now right to apply the governmental sanctions contained in the Resolution on Unlawful Attacks against Civil Aircraft of September 1972. He concluded by telling delegates that the creation of co-operative transport companies in Israel had led to vastly improved conditions and standards of safety in the road transport industry.

Victoria (Mexican Airline Pilots' Association) expressed his admiration for the ITF campaign against flags of convenience and mentioned the threat to freedom of association posed by multinational companies. He called on workers everywhere to resist attempts to classify transport as an "essential service", thus curbing the right to strike of transport workers. He urged ITF civil aviation workers to oppose the growth of air charter companies, which were, in his opinion, as much a menace as flags of convenience. He said that the Mexican trade union move-

ment was united in its opposition to the imposition of military regulations and discipline on transport workers and asked Congress to adopt a resolution on this subject. In conclusion, he said that the ITF and IFALPA should put pressure on governments to outlaw hijacking and pointed to the model agreement reached between the United States and Cuba.

Sharma (National Federation of Indian Railwaymen) challenged Fernandes' explanation of the events leading up to the Indian railwaymen's strike and declared that the NFIR was *the* representative organization of Indian railwaymen. He refuted the earlier speaker's assertion that the NFIR was a government-sponsored union, pointing out that he himself had been obliged to give up his job as a railwayman on becoming an MP. He pointed out that less than one in four railwaymen had joined the strike called by the AIRF when talks broke down under the excessive pay demands of what he termed the Communist-inspired leadership of that union. The NFIR had consistently opposed the strike, and widespread attempts at intimidation had failed to persuade union members to join it.

Ericson (Swedish Transport Workers' Union) apologized for interrupting the discussion on the Report on Activities. He informed Congress that the Swedish Engineer Officers' Union (an ITF affiliate) was in dispute with a Swedish shipping company owned by the municipality of Stockholm and operating ferry services to the islands of the Stockholm archipelago. He asked that the Resolutions Committee be instructed to draft an emergency motion on the conflict for submission to Congress.

Havik (Swedish Engineer Officers' Union) regretted that one of the host unions should be involved in an industrial dispute during the period of Congress. He said that twenty engineer officers on the ten largest vessels of the Waxholm Steamship Company, the company at the centre of the dispute, were seeking pay parity with their fellow officers on similar vessels. The strike had the full support of the Swedish Transport Workers' Union, which had imposed an embargo on oil supplies to all Waxholm vessels. However, Waxholm had hoarded fuel during the period of notice of strike action, and this had greatly reduced the effectiveness of the strike.

The President thought that it would be possible to have such a statement drawn up and submitted to the next plenary session.

Monday 12th August 1974

Morning Session

REPORT ON ACTIVITIES (*Cont.*)

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

Tolosa (Argentine Port Workers' Union) thanked the General Secretary for his recent visit to Argentina. He joined earlier speakers in expressing whole-hearted support for India's railway workers and the people of Chile and pointed out that similar difficulties were being experienced by workers in other Latin American countries, notably Uruguay, Bolivia and Panama. He felt that Congress should adopt a statement calling on governments everywhere to respect the basic rights of working people and that the unions represented at Congress should make known to the US government their disapproval of its interference in the sovereign affairs of Panama.

Lejri (Tunisian Transport Workers' Federation) conveyed fraternal greetings from his union's members and thanked the Swedish hosts for organizing such a splendid gathering. He said that his union had achieved a great deal for Tunisian transport workers in the past three years, while the programme for the coming years would centre on worker participation, tying wages to the cost of living and achieving improved working conditions generally. In his opinion, the Report on Activities contained one fundamental weakness: it ignored the plight of workers in the occupied Palestinian lands, who, despite the attention drawn to their situation by recent events, were being neglected by world opinion and international bodies such as the ITF. He also felt that the ITF paid insufficient attention to the considerable problems of migrant workers. He concluded by calling for the revision of ILO Convention No. 67 on Hours of Work and Rest Periods in Road Transport.

Randeri (Maritime Union of India) thanked the ITF for its continuing efforts on behalf of Asian seafarers, pointing out that many of the improvements in the conditions of these workers over the last 20 years had been brought about by the ITF. He said it was vital, given the growing attractiveness of Convenience registration to the world's ship-owners, that the ITF should not relax its campaign. He also urged the ITF to undertake a thoroughgoing revision of the International Seafarers' Charter, as a means of improving the status of workers in the maritime industry. He was distressed to have to report to Congress that the economies of many third-world nations had been seriously undermined by the energy crisis. However, India was more fortunate in this respect than many other Asian countries: it had recently exploded its first nuclear device and it was hoped eventually to develop nuclear energy as an alternative to oil.

Majumder (National Union of Seamen of India) congratulated the Federation on its full programme of activities since the Vienna Con-

gress and added that he was particularly impressed by the scope of the educational work in the Regions. But he urged the ITF to keep a close watch on those unions in developing nations that operated as mere extensions of political parties. He said that Fernandes had been wrong in comparing India, an essentially democratic country, with Chile, which quite obviously was not. Nonetheless, he wished to place on record his condemnation of the mass arrest of union leaders connected with the railwaymen's strike. Echoing Randeri's comments, he said India was proud to be the most recent member of the community of nuclear nations.

Hansen (Danish Seamen's Union) mentioned the assistance that his union had received from the ITF during a dispute with the coastal shipowners in 1972. The ITF had convened a special meeting of those seafarers' and dockers' affiliates most directly concerned, and it was largely due to their sustained support that the Danish Seamen's Union had been able to improve the pay and conditions of the 2,500 seamen on these vessels. He regretted that his union might shortly have to ask the Federation for further assistance, this time against vessels of the Maersk Line, whose owners A. P. Møller were engaging in the deplorable practice of putting Danish nationals ashore in foreign ports and replacing them with Asians at inferior rates of pay. Bro. Hansen asked the ITF to draw up a list of unions that were legally entitled to organize secondary boycotts and thus might be of help to his union.

Adebola (Railway and Ports Transport and Clerical Staff Union of Nigeria) said that the ITF was held in high regard in Africa and he hoped that the General Secretary would visit the unions there in the near future. He thanked the NUR and the TSSA for supplying the information that had enabled his union successfully to defend its case before an industrial arbitration tribunal and asked other unions to follow their lead in responding to requests for assistance on the part of fellow trade unionists in the third world. He strongly condemned countries such as Rhodesia that practised racial discrimination and argued that unions in these countries should be excluded from membership of the ITF. He also touched briefly on the problems that arose when the railways, as was the case in his country, were required to fulfil the dual function of a commercial enterprise *and* a public service. In conclusion, he urged that future ITF Congresses should be held outside Europe, possibly in the United States or even in Africa, as this would give the world's transport unions a greater sense of internationalism.

Thompson (New Zealand Waterside Workers' Federation) said that the Report on Activities showed how successfully the major policy decisions adopted at the 30th ITF Congress had been implemented. He wished to say that his union was well satisfied with the assistance it received from the ITF Secretariat; indeed, it was a credit to the officers and staff in London. He particularly wished to thank the ITF for the arrangements that had been made for him and Mohan Rao of the Bombay Transport and Dock Workers' Union in connection with a recent trip to Europe to study at first-hand the way in which the unions operated.

Barbara Ball (Bermuda Industrial Union) outlined conditions in her own country, with particular reference to the activities of the international finance companies and multi-national corporations based in Bermuda. She said that there was no income tax on the island, but a special employment tax had been introduced recently and this had meant a rise in unemployment and made it more difficult to obtain improved wages. Despite these and other difficulties, she was glad to report that her union had been able to improve the conditions of members, particularly those of dock workers. However, she was afraid that the BIU might soon have to seek help from the ITF, as the government of Bermuda was planning to introduce legislation restricting strikes in "essential services", a category that had been extended to include the docks and civil aviation. She believed that one of the reasons why there were so few ITF unions in the Caribbean was that the multi-national corporations operating in the area discouraged international affiliation.

Massagatti (United Maritime Workers' Union, Argentina), speaking on behalf of his fellow trade unionists, welcomed the change of government in his country, which was now free after 18 years of repression. He said that unions in the Argentine now had three objectives: viz. the establishment of social policies, economic independence and political sovereignty. He reminded those unions that were openly critical of the ITF that the Federation was only as strong as the will of its affiliates. He wished to reassure the General Secretary that the dockers' and seafarers' unions in his country were committed to the flag-of-convenience campaign. Indeed, they had recently taken combined action against Greek and Cypriot vessels that were not implementing ITF standards.

Barnes (National Union of Seafarers of India) felt that there was still some confusion in the minds of delegates as to recent events in his country. He believed that the ITF should have sent its Asian representative to India during the railwaymen's strike, as he would then have been able to give an objective report to Congress. He greatly regretted that the ITF had digressed from its original intention with regard to flags of convenience. In effect, what the ITF was now doing was to issue a kind of licence allowing vessels to continue operating under Convenience flags. There was need for a change in ITF policy and he suggested that the certificate should be made non-renewable, thus forcing the vessel back to the country of real ownership. He also felt that Asian seafarers would benefit greatly if the 1973 ITF/ISF Understanding were extended to flag-of-convenience vessels which had been specifically excluded under the terms of the understanding.

Akova (Turkish Railway Workers' Trade Union Federation) conveyed fraternal greetings and best wishes for a successful Congress from Turkish railway workers. In his view, it was essential that the ITF and its member unions should continue the fight against all forms of discrimination and, in particular, that it should coordinate efforts to deal with the problems of *all* transport workers. He said that the trade union movement in his country sought to embrace all Turkish workers, and the help of the ITF was needed in this task.

Ramirez (Peruvian Federation of Drivers and Allied Workers) said that the recent visit of the General Secretary to Latin America had greatly benefited the trade unionists of the Region, especially those in his own country, and he hoped that a further visit would take place soon. He asked that a resolution on the legal status of maritime workers, which he handed to Congress, be submitted for consideration as an emergency motion. He was distressed by the high level of unemployment among fishermen in Peru and hoped that the natural resources of the continent would be used to alleviate the wide-spread hunger and poverty that still prevailed.

The President said that the motion would be submitted to the Standing Orders Committee, which would decide whether it could be allowed as an emergency motion.

Mhungu (Railway Associated Workers' Union, Zimbabwe (Rhodesia)) sang in his own language of the fight of the African in Zimbabwe to be regarded as a human being. He gave details of the government and trade union policy of racial separation and spoke of the very real difficulties of organizing trade unions for Africans. In the light of the political situation prevailing in his country, he asked the unions represented at Congress to dissuade their members from emigrating to Rhodesia and appealed to them for their support of African resistance to European oppression. Zimbabwe Africans, Mhungu said, would never abandon their fight for freedom.

Caruana (General Workers' Union, Malta) said that his union had been deeply proud to host the May 1972 meeting of the ITF Executive Board. He informed delegates that the GWU had recently won an agreement providing dockers with vastly improved pay, conditions and social benefits in return for the valuable co-operation they had given the Maltese government in the modernization of the country's leading port of Valletta, now well under way. The union also had joint representation with the government on the board of management of the newly-formed National Cargo Handling Company Ltd. He was also pleased to report that the GWU had negotiated a collective contract on behalf of the employees of the new national carrier, Air Malta, which had entered service at the beginning of April.

Forson (Railway and Port Workers' Union, Ghana), attending his first ITF Congress, conveyed warm fraternal greetings from his union and congratulated the General Secretary and the Executive Board on their outstanding record of achievement during the period under review. He also paid special tribute to the excellent work that had been done by the ITF's Regional Representative, Ben Udogwu. He said that he had been mandated by his union to pass on to the ITF most sincere thanks for the part which the Federation had played in helping the national trade union movement to resist the attempts of the former Busia government to destroy the Ghana TUC. He wished to add that the ITF's worker education programme had greatly benefited workers in Africa and that it was important that it should continue.

REPORT OF THE CREDENTIALS COMMITTEE

McGregor (Canadian Railway Labor Association), Chairman of the Credentials Committee, introduced the report and recommended its adoption.

The report was *adopted*.

REPORT ON ACTIVITIES (*Cont.*)

Oyeyemi (Association of Locomotive Drivers, Firemen, Yard Staff and Allied Workers, Nigeria), attending his first ITF Congress, extended grateful thanks to ITF affiliates for their assistance in organizing trade union education seminars for members of his union. He also paid tribute to the co-operation that the Nigerian unions had received from the ITF's African Regional Representative, Ben Udogwu. He said that the matters raised during Section Conferences were often largely irrelevant to third-world unions; he therefore suggested that the ITF should arrange section meetings for affiliates from countries with a similar level of development. In conclusion, he urged the ITF to find ways of helping black trade unionists in South Africa.

Baiden (Maritime and Dock Workers' Union of TUC, Ghana) congratulated the ITF on its full programme of activities since the Vienna Congress and expressed the determination of transport unions in Africa to discharge their obligations and co-ordinate and strengthen the work of the Federation. The transport unions of Africa faced a herculean task: many countries in the continent were in the throes of nation-building, with all the attendant problems, and rampant inflation was hitting Africa hard, causing basic shortages, weakening the balance of payments position and eroding the real wages of transport workers. He joined Bro. Forson in thanking the ITF, especially Assistant General Secretary Harold Lewis, for helping the Ghana trade union movement to overcome the threat to its independence from the former Busia régime. He felt that there should be an expansion of the ITF's educational activities in the Regions and that more emphasis should be placed on the holding of Section Conferences for African unions, where they could discuss and find solutions to their common problems. He also invited the General Secretary to visit Africa at the earliest opportunity. Baiden concluded by asking the ITF to consider a transport boycott of Rhodesia and South Africa and urging it to offer every assistance to the emerging transport unions in Mozambique, Angola and Guinea-Bissau.

Monday 12th August 1974

Afternoon Session

RESOLUTIONS

Emergency Resolution on the Dispute between the Swedish Engineer Officers' Union and the Waxholm Steamship Company (XXXI C-9/E/7)

Hadrup (Swedish Engineer Officers' Union), introducing the emergency motion, informed delegates of the strong solidarity action launched by the Swedish Transport Workers' Union in support of his union. He regretted that Waxholm had stockpiled massive supplies of fuel, as this might have the effect of prolonging the strike. He urged Congress to adopt the resolution as a means of exerting pressure on the company to commence negotiations on a settlement.

The resolution was *adopted* unanimously.

The President said he hoped that the adoption of the resolution would help the union to reach a satisfactory conclusion of the dispute.

ELECTION OF GOVERNING BODIES

(Congress document XXXI C-14)

General Council

Document XXXI C-14/GC/1, Election of the General Council, was unanimously *adopted*.

Executive Board

Document XXXI C-14/EB/1, Election of the Executive Board, was unanimously *adopted*.

FINANCIAL STATEMENTS AND AUDITORS' REPORTS

1971 to 1973

(Congress document XXXI C-8)

The General Secretary submitted to Congress the Financial Statements and Auditors' Reports for the years 1971 to 1973. He said that the large surplus for 1973 was exceptional; it arose from certain factors that were unpredictable and unlikely to be repeated in 1974.

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

Johnson (Transport Salaried Staffs' Association, Great Britain), speaking on behalf of the Lay Auditors, expressed the complete satisfaction of the lay auditors with the administration of the ITF's finances.

Document XXXI C-8 was *adopted* unanimously.

AFFILIATION FEES

(Congress document XXXI C-11)

The General Secretary, introducing the proposal concerning the rate of affiliation fee, explained that the document had been prepared for a meeting of the ITF Management Committee in April.

Since then, the rate of inflation in Great Britain had accelerated and this meant that the projected increase in expenditure on certain items by the end of 1974 was already outdated. However, there were signs that the rate of inflation was beginning to slow down and he hoped that there would soon be a reverse of the inflationary spiral. The document therefore did not propose an increase in the rate of affiliation fee for 1974. Nor did he expect unions to pay a higher fee this year.

Document XXXI C-11 was *approved* unanimously.

LOCATION OF ITF HEADQUARTERS

The General Secretary said that there had been no proposal that the ITF should move from London.

The President suggested that the ITF Headquarters should therefore remain in London.

This suggestion was unanimously *approved* by Congress.

Tuesday 13th August 1974

Morning Session

The President announced that Holger Löfström of the Finnish Seamen's Union had suffered a heart attack and been taken to hospital. It was agreed that Congress should send him flowers and its best wishes for a speedy recovery.

REPORT OF THE RESOLUTIONS COMMITTEE

Mackenzie (TSSA, Great Britain), Chairman of the Resolutions Committee, introduced the report (*document XXXI C-9 Report/1*).

RESOLUTIONS (Cont.)

The composite motion **ITF Policy on Multi-national Corporations**, an amalgamated text of Motions XXXI C-9 1, 2 and 3 appearing in the names of the original sponsors of these three motions, was unanimously *adopted* in the form recommended for acceptance by the Resolutions Committee (see XXXI C-9/Report/1).

Motion XXXI C-9 4 on **Industrial Democracy** was unanimously *adopted* in the amended version recommended by the Executive Board and agreed by the sponsor. The words "*supported by some affiliates is*" in the third and fourth lines and the word "*and*" in the fifth line were consequently deleted.

Motion XXXI C-9 5 on **Basic Trade Union Rights** was moved by **Murakami** (National Railway Workers' Union, Japan), on behalf of the three sponsors. He reported that in the Spring Japanese public service workers had staged a general strike demanding the restoration of the right to strike, suspended since 1948. He expressed the heartfelt gratitude of his fellow workers both to ITF Assistant General Secretary Harold Lewis, who had given valuable practical and moral support by his presence in Tokyo during the strike, and to those ITF railwaymen's unions that had followed up the solidarity resolution adopted in Basle by lodging formal protests against the anti-union policies of the Japanese government. Public service workers were anxiously awaiting a decision on the strike issue, now expected in the autumn of 1975, and were already planning an extensive campaign of action, which would be intensified if the government took disciplinary action against trade unionists who had joined the general strike.

He greatly regretted that the ILO Committee on Freedom of Association, in reply to a complaint filed by the All-Japan Federation of Municipal Transport Workers' Unions against the government of Japan, had implied that it was permissible to ban strikes on grounds of "public inconvenience". There were serious implications for the world's transport workers should such an opinion ever become official ILO policy. A further complaint would be lodged shortly, which, if it were successful, would have a profound effect on transport workers in countries having similar restrictions. He therefore urged that the motion be adopted.

The motion was unanimously *adopted*.

Motion XXXI C-9 6 on **Safety of Operation** was introduced by **Kihata** (All-Japan Seamen's Union), who used the opportunity to thank the ITF and its affiliated unions for their support during the 1972 seamen's strike, the longest-ever dispute in the history of his union.

The motion was unanimously *adopted*.

Jones (Transport and General Workers' Union, Great Britain), on a point of order, moved that the report of the Resolutions Committee be adopted.

The report was unanimously *adopted*.

Motion XXXI C-9 7 on **The Problems of Young Workers in Transport** was unanimously *adopted* in the form proposed by the Resolutions Committee for the approval of Congress (see XXXI C-9/Report/1).

The reference to women workers in the title of Motion XXXI C-9 7 on Women and Young Workers was thus deleted as it was considered to be fully covered in Motion XXXI C-9 8 on Women Workers' Problems and the sponsor of the former resolution was added to the name of the union sponsoring the motion on Women Workers' Problems.

Motion XXXI C-9 8 on **Women Workers' Problems** was unanimously *adopted* and the addition of "La Fraternidad" of Argentina as co-sponsor of the motion was *noted*.

Motion XXXI C-9 9 on **International Co-operation**, in the revised version agreed at the suggestion of the Executive Board in discussions between the General Secretary and the sponsor, was moved by

Buckton (Associated Society of Locomotive Engineers and Firemen, Great Britain), who said that in introducing the motion ASLEF did not seek to provoke a political discussion, nor was it suggesting any formalized written link-up with other organizations, only the fullest possible exchange of experiences and ideas between individual transport trade unions and national and international centres.

ASLEF would welcome more discussions of the kind held recently between the ICFTU, the WCL and the ITSs (including the ITF) and the United Nations, which had paved the way for a regular two-way exchange of information on the activities of the multi-national corporations. Other encouraging developments included: the Second European Regional Conference of the ILO attended by representatives of the three trade union Internationals and the recent meeting of European trade union leaders to discuss possible bases for future trade union co-operation on common practical problems.

The adoption of the motion would give the ITF's stamp of approval to these and other encouraging developments in the field of international co-operation and consultation. It was in the best interests of the world's transport workers that Congress adopt this motion.

Otero (Congress of Railway Unions, USA), speaking for the US delegation, opposed the motion as it implied a fundamental change in ITF philosophy and had grave political overtones. Indeed the motion itself was irrelevant as, under the ITF Constitution, the General Secretary was already authorized to establish contacts with workers' organizations in the free world. The ITF could not co-operate with Communist-dominated and -orientated Internationals such as the WFTU without moving from an area of industrial into one of strictly political activity. He therefore proposed that the motion be referred to the Executive Board for further consideration.

Seibert (German Railwaymen's Union) rejected the ideological arguments advanced by the previous speaker. He said that the motion, in its revised version, sought solely to enable the General Secretary to defend the professional interests of the workers he represented. Surely affiliates had sufficient confidence in him to allow him to hold discussions with the representatives of transport workers in the Eastern bloc, as incidentally had already happened within the ILO, without fearing that he would be converted to the political ideology of his opponents. He therefore urged that the resolution be adopted.

Shepard (Seafarers' International Union of North America), supporting Otero, said that the motion was in conflict with the philosophy and the constitutions of all the North American affiliates.

Kilroy (Congress of Railway Unions, USA), opposing the motion, wished to correct a misunderstanding: the US unions were seeking to defend the ITF Constitution, not individual US union constitutions. Moreover, the motion was superfluous in that the Executive Board already had the power to instruct the General Secretary to deal with the Communist unions should the need arise.

It was decided that a membership vote should be taken on the motion.

Gert Carlsson invited delegates to visit the co-operative insurance company, Folksam, and take lunch there.

Tuesday 13th August 1974

Afternoon Session

RESOLUTIONS (Cont.)

(Congress document XXXI C-9)

On a membership vote, Congress approved the revised version of the motion on International Co-operation by 2,093,000 votes in favour; 1,720,000 against; and 17,000 abstentions.

Motions XXXI C-9 10 on **Regional Activities** and XXXI C-9 11 on **Regional Section Meetings** were unanimously referred to the Executive Board for joint consideration.

Motion XXXI C-9 12 on **Assistance to Black Workers in the Republic of South Africa** was moved by

Karlsson (Swedish Seamen's Union), who said that the South African government had prevented the growth of a free trade union movement in the Republic by denying political and trade union rights to Africans. It had introduced legislation providing for long prison sentences (and in cases of sabotage the death penalty) for blacks advocating strike action; while SACTU had been forced underground and its members imprisoned or compelled to flee the country. Firms operating in South Africa paid wages to African workers that were well below subsistence level; 80 per cent of black workers in industry received less than the poverty datum line according to a United Nations survey undertaken in 1972.

Trade unions existed only to bolster up apartheid. Not even during the strike wave of 1972/3 had the white unions sought to help the blacks in their efforts to obtain more humane conditions. He was convinced that all the delegates present were in sympathy with this repressed majority and were opposed to the racist policies of the government. The free world could not stand idly by while a police state trampled on democracy and ignored civilized standards of decency. The motion before Congress should be adopted.

The General Secretary said he was sure that delegates were in sympathy with this resolution. He wished to make it clear that the ITF was active in South Africa, although, for obvious reasons, it was unable to publicize its activities there. However, the Executive Board was kept fully informed on developments. He joined Bro. Karlsson in urging that the resolution be adopted.

The motion was unanimously *adopted*.

Motion XXXI C-9 13 on **ITF Activities in the Caribbean Area** was unanimously referred to the Executive Board.

Motion XXXI C-9 14 on **The Holding of Annual ITF Conferences in the Caribbean Area** was unanimously referred to the Executive Board.

Motions XXXI C-9 15 on Safety Aspects of Ships' Manning, 16 on Income Tax Relief for Seafarers and 17 on Compliance with ITF Agreements, dealt with during the Seafarers' Section Conference, were formally approved by Congress.

Emergency Resolution on Portugal and Emergency Resolution on Portuguese Colonial Territories (XXXI C-9/E/1 and 2)

Rolo (Union of Merchant Navy Captains and Officers, Portugal) said that Portuguese workers had always opposed colonialism and they therefore hoped that the people of Angola, Mozambique and Guinea-Bissau would soon be free. He also wished to make it quite clear that the Portuguese people had never identified with the old régime. He expressed his thanks to the ITF for the assistance it had given since the 25th of April and appealed to the world's transport workers for their effective and active support not only for the workers of Portugal but also for the repressed workers in Chile, Spain and Brazil.

Jones (Transport and General Workers' Union, Great Britain) felt that it would be wrong for Congress not to comment on the dramatic events in Portugal since April, which he welcomed in the name of British transport workers. He expressed his union's support for the two motions and said that the British unions did not wish to interfere in the affairs of Portuguese workers, but they would be only too willing to help and advise their Portuguese colleagues if invited to do so. He asked the Portuguese observers attending Congress to convey to their colleagues in Portugal the best wishes of the delegates gathered at this Congress.

Francis (Jamaica Maritime Union) said that those who like himself were of African origin would never forget the terrible repression of the continent's people during the past hundred years. He welcomed the decision of the Portuguese government to lay down its arms in Africa, but warned that Jamaica would continue to boycott Portuguese goods until her three African colonies received their independence. While progressive Europeans had undoubtedly done a great deal to help the freedom fighters in Africa, it was nonetheless true that Portugal's African wars had been sustained by massive financial aid from multinational corporations in Europe and the United States. He expressed his support for the two resolutions and hoped that Portuguese workers would insist on their rights and that the new régime would bring prosperity to Portugal.

Baiden (Maritime and Dock Workers' Union of TUC, Ghana) welcomed the decision of the new Portuguese government to hand over power to its African colonies. It would also give a valuable psychological boost to the liberation movements operating in Rhodesia and South Africa. He asked Congress to support both motions.

The motions were unanimously *adopted*.

The President, in the name of the ITF, welcomed the restoration of freedom to the people of Portugal and her African territories. He assured delegates that the undertakings contained in these two resolutions would be honoured.

Emergency Resolution on Terrorist Acts in Italy (XXXI C-9/E/4)

Giorgi (Italian Seafarers' Federation), on behalf of the Italian unions, pointed out that the recent dynamite attack on the "Italicus" train, which had caused 12 deaths, was only the latest in a series of fascist attacks. These had included the bomb outrages in the Piazza Fontana in Milan and the Piazza della Loggia in Brescia, where a number of workers taking part in a demonstration against fascism had been assassinated. He expressed concern for the future of democracy in Italy if these fascist attacks went unchecked and asked delegates to show solidarity with the workers of Italy by approving the emergency resolution.

The motion was unanimously *adopted*.

Emergency Resolution on Cyprus (XXXI C-9/E/5)

Akova (Turkish Railway Workers' Trade Union Federation) reported briefly on the military coup staged earlier in the year by the Greek officers of the Cypriot National Guard. He also referred to newsreel reports of Greek ill-treatment of Turkish Cypriots, who had been summarily executed or held in open-air prisoner-of-war camps without food or water. The motion before Congress had been submitted by the two sponsors in the hope that it would secure the release of the Turkish Cypriot trade unionists, including members of the executive of the ITF-affiliated Limassol and District Military, Government, Agricultural and General Turkish Workers' Union, who were being detained by the Greek authorities in Limassol. He moved the resolution.

The motion was unanimously *adopted*.

Wednesday 14th August 1974

Morning Session

The President thanked the Swedish host unions for the magnificent dinner they had given for Congress delegates the previous evening.

RESOLUTIONS (Cont.)

(Congress document XXXI C-9)

Emergency resolution on Indian railwaymen (XXXI C-9/E/3 (Rev.))

Randeri (Maritime Union of India) handed the President a list of unions objecting to the introduction of the resolution. He felt that it would be wrong for Congress to condemn the Indian government, which was in fact reasonably democratic, and proposed that the emergency resolution be referred to the Executive Board.

Fernandes (All-India Railwaymen's Federation) urged adoption of the resolution. He quoted press reports of the arrest of union leaders (including himself) and of 50,000 railwaymen, 2,000 of whom were still in custody. According to the Indian radio network, the strike had the support of approximately 1.5 million railway workers.

The General Secretary strongly recommended that the emergency resolution be referred to the Executive Board.

Victoria (Mexican Airline Pilots' Association) said that Congress should not refuse to assist an affiliate in need.

Majumder (National Union of Seamen of India), while agreeing that the ITF should send a fact-finding mission to India, felt that the resolution should be referred to the Executive Board.

Sharma (National Federation of Indian Railwaymen) spoke of the terrorist acts allegedly committed by those who had organized the strike and urged that the resolution be referred to the Executive Board.

Adebola (Railway and Ports Transport and Clerical Staff Union, Nigeria), supporting the motion, said that it was only too easy to brand workers in the developing countries as Communists when they took industrial action. The ITF had a duty to stand by the strikers.

On a show of cards, Congress voted to refer the motion to the Executive Board. The votes cast were as follows: in favour of reference to the EB — 155; against — 107; abstentions — 2.

Emergency resolution on Chile (XXXI C-9/E/6)

Gomero (ITF Regional Director for Latin America and the Caribbean), speaking for all Latin American affiliates, urged adoption of the resolution. There was no trade union freedom in Chile; labour matters were in the hands of the military government, laws had been passed annulling collective agreements and union property had been confiscated. He condemned the Chilean government for not allowing a human rights mission from the Organization of American States to visit the country's

three main prisons. No precise figures were available of the number of people killed; but it was known that 5,500 were still under arrest, 220 had been summarily shot and 8,000 had been killed in fighting. The Chilean situation represented a threat to all workers in Latin America, and he asked for the support of Congress.

Bull (Waterside Workers' Federation of Australia), on behalf of seafarers' and dockers' affiliates in Australia and New Zealand, welcomed the ITF's swift reaction to the coup in Chile. An Australian trade union delegation had visited Chile and its worst fears had been confirmed; in consequence of this, the WWF of Australia had imposed a complete ban on all Chilean vessels and cargoes. He took pleasure in supporting the emergency resolution and hoped that the ITF would take swift and decisive action against the junta.

Kluncker (German Transport and Public Service Workers' Union), ITF Vice-President, referred to the ITF tradition of resistance to oppression. Although there were certain formal difficulties, all unions should fully support the action called for in the resolution. Affiliated unions should also be prepared to take further action following the two-day boycott.

The resolution on Chile was *adopted* unanimously.

The President pledged that the ITF would play its part in helping the Chilean people gain their freedom.

Otero (Congress of Railway Unions, USA), on behalf of the US delegation, confirmed the support of American unions for Cesar Chavez and the United Farm Workers' strike and associated boycott of table grapes and iceberg lettuce. The action had the full backing of the AFL-CIO and the CLC. A consumer boycott was already in force in America, but the unions were unable to prevent the shipment of "scab" produce to Western Europe. The US unions would deeply appreciate support of the boycott from the trade unions in Western Europe.

The President pledged ITF support for the farm workers' boycott.

Velasquez (Panama Federation of Inland Transport, Civil Aviation, Maritime, Port and Allied Workers) referred to the activities of the United Fruit Company, a multi-national operating in Central and Latin America, which had suspended its activities in Panama, leaving 15,000 workers without jobs. The Company hoped in this manner to bring pressure to bear on the government of Panama to abandon its tax on banana exports, one of the country's major sources of foreign revenue. In his opinion, it was also an act of retaliation for the recent meeting in Panama of Latin American countries, which had discussed the setting up of a Union of Banana Exporting Countries. On behalf of Latin American affiliates, he asked for solidarity and support and urged Congress to protest energetically against United Fruit's interference in government policies.

The President said that the matter would be considered by the Federation's governing bodies, which would then decide on the appropriate action.

AMENDMENTS TO THE ITF CONSTITUTION

(Congress document XXXI C-10)

Adebola (Railway and Ports Transport and Clerical Staff Union, Nigeria) suggested that each of the three Regions should have its own Vice-President and that the proposed amendment to the Constitution should be redrafted accordingly.

The President replied that the matter had been discussed in detail by the Executive Board, all of whom felt that the document before Congress represented the best solution.

PREAMBLE

Second paragraph (lines 5 to 9)

An amendment to the second paragraph of the Preamble, proposed by the Argentinian Locomotivemen's Union "La Fraternidad", was *adopted* unanimously. The word "*imperialism*" was inserted after "*colonialism*" in the second sentence of the second paragraph of the Preamble to the ITF Constitution.

Rule VI (EXECUTIVE BOARD)

Paragraph 1 (line 2)

An amendment to paragraph one of Rule VI, proposed by the US unions, the German Railwaymen's Union and the Argentinian Locomotivemen's Union "La Fraternidad", was *adopted* unanimously.

The first sentence of paragraph one was amended to read: "*There shall be an Executive Board which shall consist of twenty-three members elected by Congress from among the members of the General Council, and the General Secretary.*"

Rule VI (EXECUTIVE BOARD)

Paragraph 1 (line 5)

An additional sentence to the effect that Congress should also elect a deputy member for each regional electoral group, who would replace any titular member in the event of a vacancy arising on the Executive Board, was *withdrawn* by the sponsor, the Argentinian Locomotivemen's Union "La Fraternidad", at the request of the Executive Board, in favour of the previous procedure.

Rule VI (EXECUTIVE BOARD)

Paragraph 6

An additional sentence to the effect that membership of the Executive Board should cease automatically if a member failed, without fully valid reason, to attend two consecutive Board meetings was *withdrawn* by the sponsor, the Argentinian Locomotivemen's Union "La Fraternidad", at the request of the Executive Board.

Rule VII (MANAGEMENT COMMITTEE)

Paragraph 2 (lines 5 to 8)

An amendment to paragraph two of Rule VII, proposed by the German Railwaymen's Union, was *adopted* unanimously.

The sentence: "*It shall meet at least once between meetings of the Executive Board and not more than six months shall elapse between meetings*" was accordingly amended to read: "*It shall meet at least once between meetings of the Executive Board.*"

Rule VIII (PRESIDENT AND VICE-PRESIDENT)

Paragraph 1

An Executive Board proposal amending paragraph one of Rule VIII was *adopted*, with three votes against.

Paragraph one was accordingly amended to read:

"There shall be a President and three Vice-Presidents of the ITF, who shall be nominated by the Executive Board from among its members and proposed to Congress for election. Each of the three Vice-Presidents shall come from a different regional electoral group and at least one of them shall come from either the Asian, African or Latin American regional electoral groups. The President and the three Vice-Presidents shall hold office until the closure of the following Ordinary Congress and shall be eligible for re-election."

References to the Vice-President in all paragraphs of the ITF Constitution were also amended in consequence of the decision to change the number of Vice-Presidents.

Rule VIII (PRESIDENT AND VICE-PRESIDENT)

Paragraph 1 (lines 1, 2 and 7)

An amendment to the effect that the Vice-President should only be eligible for re-election once was *withdrawn* by the sponsor, the German Railwaymen's Union, at the request of the Executive Board.

REPORT ON ACTIVITIES (Cont.)

The General Secretary, replying to various speakers on the Report on Activities, told *Preben Møller Hansen* of Denmark that he fully supported his call for greater action on the part of ITF affiliates. To *Dr. Barbara Ball*, he said in answer that he had had the ill-fortune to experience Bermuda's oligarchical system of government at first-hand earlier in the year. While refuting the suggestion of *Leo Barnes* of India that the ITF had digressed from its policy on flags of convenience, he advocated greater support from affiliates for the campaign. After conveying to *A. J. Mhungu* of Rhodesia his deep admiration of his courage, he added that ITF affiliates had a clear duty to prevent their governments from flouting the international sanctions against the country that kept such proud men in bondage. In his final comment on individual contributions, he said that he agreed wholeheartedly with *Bro. Adebola* of Nigeria that the railways could not function both as a commercial enterprise and a public service.

He went on to single out instances of the enormous disparity in pay and hence in the standard of life of transport workers in different parts of the world. For example, an unskilled worker on Ghana's railways might earn in a month what an American railwayman might regard as a fair return for a couple of days' work; while an Indian docker might take home perhaps a tenth of his British counterpart's earnings. He informed delegates that the ITF had recently raised the pay of Asian seamen to the ILO minimum, and yet Asian seamen were still earning less in one month than many other seamen earned in one week.

He said that ITF affiliates in the developing nations should take heart from the fact that the strong unions represented at Congress had been founded in circumstances no less hostile and daunting than those now being encountered by unions in the Regions. He told the better-off unions that it was now their turn, through the ITF, to encourage the efforts of their fellow workers in Africa, Asia and Latin America to build strong unions of transport workers. This would be the ITF's contribution towards narrowing the gap between the rich and the poor of this world.

The Report on Activities was unanimously adopted.

ITF Vice-President Heinz Kluncker thanked the ITF and the staff of the Secretariat for all the good work they had done during the period under review.

SECTION CONFERENCE REPORTS

The Report of the Railwaymen's Section Conference (Document XXXI C-13/Rw/Report) was *adopted*.

The Report of the Civil Aviation Section Conference (Document XXXI C-13/Ca/Report) was introduced by the Rapporteur, J. K. Post, who asked that mention be made in the report of a possible dispute in Great Britain regarding the crew complement of the Lockheed Tristar.

Deseau (French Flight Engineers' Union) intervened to state that during the discussion on the Emergency Resolution on Cyprus he had been unable to catch the chairman's attention and had thus forfeited the opportunity to speak on the resolution. He had wished to suggest that as both Greek and Turkish nationals had suffered as a result of the conflict the text of the resolution should refer only to the arrest of trade unionists by the authorities in Limassol, whom he was sure included Greek Cypriots. He further regretted that his union's vote against the resolution had not been recorded. In conclusion, he expressed the hope that the Greek unions would soon be readmitted to ITF membership.

Woshchina (National Union of Government Employees (Railwaymen), Israel) regretted that Israel had not been included in the list of countries attending the Civil Aviation Section Conference. He also asked that Rafi Porat's name be added to the list of nominations for the Section Committee.

The Vice-President, in reply to Deseau, regretted that he had not been given the opportunity to speak on the resolution on Cyprus. He hoped that in the near future a political solution would be found to the Cyprus problem and that the former Greek affiliates would be readmitted to membership of the ITF.

Post apologized to Woshchina and promised that the report would be amended accordingly.

The Report of the Civil Aviation Section Conference (Document XXXI C-13/Ca/Report) was then *adopted*, subject to the above amendments being incorporated in the revised text.

The Report of the Fishermen's Section Conference (Document XXXI C-13/F/Report) was *adopted*. The addition of H. Dumaray (Belgium) to the list of members of the Section Committee was *noted*.

The Report of the Road Transport Workers' Section Conference (Document XXXI C-13/Rt/Report) was *adopted*.

Wednesday 14th August 1974

Afternoon Session

SECTION CONFERENCE REPORTS (*Cont.*)

The Report of the Dockers' Section Conference (Document XXXI C-13/D/Report) was *adopted*.

The Report of the Allied Industries and Services Section Conference (Document XXXI C-13/AI/Report) was *adopted*.

The Report of the Seafarers' Section Conference was introduced by the Rapporteur K. Mols Sørensen, who pointed out that Italy should be added to the list of countries represented at the Conference and that A. Chisik of Israel should be included on the Section Committee.

Ben Hamida (Tunisian Transport Workers' Federation) complained that Tunisia had been omitted from the list of countries attending the Seafarers' Section Conference mentioned in the Report. He also felt that Tunisia should be represented on the Section Committee.

The President said that the Report of the Seafarers' Section Conference would be amended accordingly and that a Tunisian member and substitute member would be allowed on the Section Committee.

The Report of the Seafarers' Section Conference (Document XXXI C-13/S/Report) was then *adopted*, subject to a number of amendments being made.

The Report of the Joint Seafarers' and Dockers' Section Conference was introduced by the Rapporteur Tim O'Leary.

Herdin (Finnish Seamen's Union) suggested that A. Mäki-Paavola should be appointed the Finnish Dockers' Representative on the Fair Practices Committee and that he himself should receive the nomination for the Seafarers' Representative.

Thompson (New Zealand Waterside Workers' Federation) asked that New Zealand be included in the list of unions attending the Section Conference.

The Report of the Joint Seafarers' and Dockers' Section Conference (Document XXXI C-13/SS/Report) was then *adopted*. It was agreed that certain amendments would be made.

The Report of the Inland Navigation Section Conference (Document XXXI C-13/IN/Report) was *adopted*.

ELECTION OF GOVERNING BODIES

(*Congress document XXXI C-14*)

General Council

Document XXXI C-14/GC/2, Nominations for the General Council, was *adopted*, and the General Council thus elected.

Executive Board

Document XXXI C-14/EB/2, Nominations for the Executive Board, was *adopted*, and the Executive Board thus elected.

ELECTION OF LAY AUDITORS

The following were re-elected as Lay Auditors: A. Kitson (TGWU); G. Kiely (USDAW); and W. H. Johnson (TSSA).

ELECTION OF PRESIDENT

The General Secretary said the Executive Board were all agreed that the present incumbent Fritz Prechtel should be recommended for re-election.

Fritz Prechtel was unanimously re-elected as President.

The President thanked delegates for the confidence they had shown in him. He would endeavour to be worthy of their trust.

ELECTION OF VICE-PRESIDENTS

The President pointed out that the new Constitution adopted by Congress required there to be three Vice-Presidents and said that the Executive Board had unanimously decided to recommend the following: J. L. Jones (Transport and General Workers' Union, Great Britain); J. R. Baiden (Maritime and Dock Workers' Union of TUC, Ghana); and T. W. Gleason (International Longshoremen's Association, USA).

J. L. Jones, J. R. Baiden and T. W. Gleason were unanimously elected as Vice-Presidents of the ITF.

ELECTION OF THE GENERAL SECRETARY

The President said the Executive Board had unanimously decided to nominate Charles Blyth for re-election.

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

The General Secretary thanked delegates for their confidence in him and promised to work hard in defence of their interests.

Jack Jones said that the decision of Congress to elect three Vice-Presidents marked the beginning of a new era in ITF history, symbolizing unity across frontiers.

Richard Baiden said that the developing nations were honoured to have their own Vice-President. It gave them a sense of participating at a very high level in the activities of the ITF.

Thomas Gleason said that he would spare no effort to make the ITF a strong and vital organization. He was willing to go anywhere and do anything for the ITF. He pledged the President and General Secretary his full support.

32nd CONGRESS

Kirwan (Irish Transport and General Workers' Union) hoped that the ITF Executive Board would accept the Irish affiliates' invitation to hold the 32nd ITF Congress in the Republic of Ireland.

The President thanked the Irish unions for their kind invitation, adding that the Executive Board would consider the offer at a future meeting.

GOLD BADGES

The President said that it was his pleasant duty to present ITF Gold Badges to six people who had dedicated their lives to the trade union movement. He then presented Gold Badges to the following: **John Elliott** (former International President of the Amalgamated Transit Union, USA); **J. D. Randeri** (Maritime Union of India) — received by B. Mohan Rao; **Tim O'Leary** (Transport and General Workers' Union, Great Britain); **Dr. Barbara Ball** (Bermuda Industrial Union); **K. Kihata** (All-Japan Seamen's Union); and **E. Svensson** (former Chairman of the Railwaymen's Section of the Swedish State Employees' Union) — received by Stig Pettersson.

Ribeiro (Federation of the Port of Lisbon Workers' Unions, Portugal), attending Congress as an observer, thanked the ITF on behalf of the Portuguese unions present and assured the ITF of the solidarity of Portuguese workers.

The President assured Bro. Ribeiro and the Portuguese labour movement of the ITF's wholehearted support.

Hans Düby (former ITF President) thanked members of the ITF Secretariat and the Swedish hosts most warmly on behalf of the invited guests, former presidents, vice-presidents and general secretaries.

CLOSING SPEECH

The President, in his closing speech to Congress, offered the grateful thanks of the ITF to the outgoing members of the Executive Board and especially to the outgoing Vice-President Heinz Kluncker. He informed delegates that the Executive Board had discussed the emergency resolution on Indian railwaymen and had decided that a delegation (comprising the President, the three Vice-Presidents, Philipp Seibert and an Asian member of the Executive Board) should go to India in October to look into the circumstances surrounding the railwaymen's strike. Turning to other matters of concern to the ITF, he expressed the hope that it would not take long before automatic couplings were introduced in Europe; that the forthcoming International Law of the Sea Conference would resolve the outstanding problems relating to fishing limits and the territorial sea; and that member countries of the United Nations would ratify conventions aimed at the suppression of terrorism. In conclusion, he thanked the staff of the ITF Secretariat and the interpreters for the hard work that they had put in during Congress and paid special tribute to Hans Ericson, Chairman of the Reception Committee, for all that he had done to make this a most successful Congress. He then presented a statuette of Mozart to Hans Ericson as a token of the ITF's gratitude.

Hans Ericson (Chairman of the Reception Committee), on behalf of the ITF's Swedish affiliates, extended best wishes for the future to the President, Vice-Presidents, the General Secretary and the Assistant General Secretary. It was important that the ITF should not just take decisions, but should put these into practice; he was eagerly awaiting the implementation of the decisions taken by this Congress. He thanked the President for the statuette, which would give him great pleasure, and also expressed his appreciation of the co-operation shown by the ITF Secretariat, the interpreters and the Swedish staff, as this had made his task much easier.

The President then declared the 31st Congress of the ITF closed.

Reports of Section Conferences and Committee Meetings

CREDENTIALS COMMITTEE

Doc. XXXI C-6/a/Report

1. The Credentials Committee first met on 7 August.
2. It elected W. C. Y. McGregor of Canada as its Chairman and agreed that the Chairman should also act as the Committee's Rapporteur.
3. The Committee then decided generally to recommend to Congress that the credentials of all affiliated unions which had paid fees for the first half of 1974 should be approved. The Committee felt that the transfer of money from one country to another is always subject to delays over which a union could have no control and that it would therefore be unreasonable to apply rigidly the strict requirement of Rule IV, Para. 3, of the ITF Constitution that at least three-quarters of the 1974 fees must be paid.
4. On the premise that Congress would accept this recommendation, the Committee then examined the credentials of those delegates who had registered on 7 August and found that all but 19 of the organizations concerned could be approved immediately. The Committee decided that the Chairman should further consider the other cases and report back to the Committee's next meeting.
5. The Committee had its second meeting on 8 August. The Chairman reported that seven organizations had now paid whatever fees were outstanding. Four unions, where only fees for 1974 were involved, had promised to pay immediately on their return to their countries. In four cases the failure to pay fees for 1974 was clearly attributable to technical reasons, given that the unions concerned had never failed to pay fees regularly. In the remaining four cases, where arrears were more serious, the unions had explained that there were difficulties in obtaining foreign exchange or organizational difficulties, or both, which had caused them to fall behind with their fees. They had all undertaken to settle their arrears as soon as possible.
6. Having considered the Chairman's report the Committee decided to recommend Congress that the credentials in all these cases should be approved.
7. A delegate list based on the Committee's recommendations is to be distributed. It shows the presence of 345 delegates and 117 advisers from 168 organizations in 49 countries. The total voting strength is 3,925,000.
8. The Committee asked the Chairman to examine the credentials of any delegations that had registered after mid-day on 8 August, and empowered him to approve them or, if he felt it necessary, to call further meetings of the Committee.

W. C. Y. MCGREGOR,
Chairman.

RESOLUTIONS COMMITTEE

Doc. XXXI C-9/Report

The members of the Resolutions Committee were:

D. A. Mackenzie (Gt. Britain)	B. Heggstad (Sweden)
R. Hofmann (Germany)	S. Barendregt (Netherlands)
M. A. Bakke (Norway)	E. Halevie (Israel)
I. Lejri (Tunisia)	D. N. Secord (Canada)
W. Winpisinger (USA)	J. Fonseca (Peru)
A. P. Sharma (India)	

The Committee met on 7 August 1974 at 17.00 hrs. D. Mackenzie was elected as Chairman of the Committee and R. Hofmann as Vice-Chairman. Brother Mackenzie was also elected Rapporteur.

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

Document XXXI C-9

Multinational Corporations (Seafarers' International Union of North America, The Radio Officers' Union, International Association of Machinists and Aerospace Workers, Transport Workers' Union of America, International Organisation of Masters, Mates and Pilots, Amalgamated Transit Union, Flight Engineers' International Association, American Radio Association, National Marine Engineers' Beneficial Association, International Longshoremen's Association, Congress of Railway Unions) — by Congress in Plenary Session.

Multinational Companies — Development of Trade Union Organization (British Transport & General Workers' Union) — by Congress in Plenary Session.

Multinational and Transnational Corporations and Companies (Argentinian Locomotivemen's Union, "La Fraternidad") — by Congress in Plenary Session.

The Committee recommended that the above three motions should be composited and that the consequent amalgamated text should appear in the names of all the original sponsoring organizations.

Industrial Democracy (British Transport and General Workers' Union) — by Congress in Plenary Session.

The Committee noted that the Executive Board had recommended the deletion of the words "supported by some affiliates is" in the third and fourth lines, and the word "and" in the fifth line, and that the sponsoring organization had agreed to this procedure.

Basic Trade Union Rights (All Japan Federation of Municipal Transport Workers' Unions, Japanese National Railway Workers' Union, Japanese National Railway Motive Power Union) — by Congress in Plenary Session.

Safety of Operation (All Japan Seamen's Union, All Japan Federation of Municipal Transport Workers' Unions, Japan Travel Bureau Workers' Union, Nippon National Railway Motive Power Union, All Japan Express Workers' Union, Japan Air Lines Workers' Union, Japan Air Lines Cabin Attendants' Union) — by Congress in Plenary Session.

Women and Young Workers (Argentinian Locomotivemen's Union, "La Fraternidad") — by Congress in Plenary Session.

Women Workers' Problems (Bermuda Industrial Union) — by Congress in Plenary Session.

The Committee considered that the reference to women workers in the above motion submitted by "La Fraternidad" was fully covered by the motion on Women Workers' Problems submitted by the Bermuda Industrial Union and should be deleted from the first motion which should be presented to Congress under the title of "The Problems of Young Workers in Transport". It also recommended that the Argentinian Locomotivemen's Union, "La Fraternidad" should be added as co-sponsor of the motion on Women Workers' Problems.

International Co-operation (Associated Society of Locomotive Engineers and Firemen, Gt. Britain) — the Committee decided to defer consideration of this motion pending discussions between the General Secretary and the sponsor of the motion, as recommended by the Executive Board.

Regional Activities (Argentinian Locomotivemen's Union, "La Fraternidad").

Regional Section Meetings (Argentinian Locomotivemen's Union, "La Fraternidad").

The Committee believed that the subject matter of both the above motions already formed part of ITF policy and should therefore be referred to the Executive Board for action. It also recommended that the two motions should be amalgamated under the title "Regional Activities".

Assistance to Black Workers in the Republic of South Africa (Swedish Seamen's Union) — by Congress in Plenary Session.

ITF Activities in the Caribbean Area (Trinidad Seamen and Waterfront Workers' Trade Union, St. Lucia Seamen and Waterfront Workers' Trade Union) — the Committee recommended that this motion should be remitted to the ITF Executive Board for consideration.

Holding of Annual ITF Conferences in the Caribbean Area (Trinidad Seamen and Waterfront Workers' Trade Union, St. Lucia Seamen and Waterfront Workers' Trade Union) — the Committee recommended that this motion should be remitted to the ITF Executive Board for consideration. It also noted that the date proposed in the motion for a first annual meeting of Caribbean affiliates had already passed.

Safety Aspects of Ships' Manning (Finnish Ships' Officers' Union)—
by the Seafarers' Section Conference.

Income Tax Relief for Seafarers (Maritime Union of India)—by the
Seafarers' Section Conference.

Compliance with ITF Agreements (The New Zealand Waterside
Workers' Federation—Industrial Association of Workers)—by the
Joint Seafarers' and Dockers' Section Conference.

EMERGENCY RESOLUTIONS

Resolution on Portugal (submitted by the ITF Executive Board)—by
Congress in Plenary Session.

Resolution on Portuguese Colonial Territories (submitted by the ITF
Executive Board)—by Congress in Plenary Session.

D. MACKENZIE,
Rapporteur.

RAILWAYMEN'S SECTION CONFERENCE

The Conference of the Railwaymen's Section met on 9 August 1974
and was attended by 111 delegates and observers from 29 countries.

1. Election of Rapporteur

Sir Sidney F. Greene (NUR, Gt. Britain), Section Chairman, took the
chair and was appointed Rapporteur.

2. Report on Activities

The Section Secretary introduced the Report on Activities and reported
on the present position of work in the Section, with special reference
to the work of the two Sub-Committees of the Section and their future
programme of work. He informed the Conference that the Sub-
Committee on Working Conditions of Train and Footplate Staff would
deal more thoroughly with certain operational aspects of automation.
The Secretariat was at present engaged in making the necessary prepara-
tions for this.

G. Fernandes (All-India Railwaymen's Federation) stated that, whilst
transport no doubt was of great social significance for society in general,
it was equally important that social justice prevailed within individual
transport undertakings.

F. Prechtl (Austrian Railwaymen's Union), ITF President, referred to
recent bombing attacks on railways in Europe and stressed that the
ITF Railwaymen's Section must be fully aware of the implications of
this development. He reiterated the total opposition of the free trade
union movement to the use of violence and terror in any form.

Ph. Seibert (German Railwaymen's Union, GdED) addressed the Conference on the far-reaching consequences of the recent energy crisis and inflationary trends which had brought serious balance-of-payments difficulties to many industrialized countries and threatened the future growth of world trade, and emphasized that a soundly based transport policy could make a material contribution in averting serious hardships which would fall most heavily on the workers and, above all, on the old-age pensioners. Even more serious was the threat posed to stability and progress in the developing countries where the increased cost of oil imports was, in the absence of urgent action by the richer nations, likely to strain the national economy beyond breaking point, thus cancelling out the benefits of the "Green Revolution" and bringing famine and social strife to add to the sufferings of the underprivileged peoples of the Third World. Politicians would have to pay greater attention in future to the energy economy of the individual modes of transport and a decisive factor here would be the railways' ability in many cases to continue to operate smoothly without reliance on imported petroleum. The drift of goods traffic away from the railways which had continued unabated over recent decades was likely to be brought to a halt with increasing public awareness of the direct and indirect social and economic benefits of rail transport. Unfortunately, in most countries the railways were poorly equipped to deal with any major return of traffic because the railways had for years been consistently starved of investments. The governments would have to face up to their responsibilities in this area and the transport workers within the ITF would have a major rôle to play in ensuring the adoption of adequate resolutions.

J. Mulder (NVV, Netherlands) and **R. Baigorria** ("La Fraternidad", Argentina) conveyed fraternal greetings and thanked the ITF for its work.

I. Tomita (DORO, Japan) thanked the Railwaymen's Section for the assistance given by ITF affiliates to the Japanese railwaymen during their recent spring offensive for the restoration of basic trade union rights.

The Report on Activities was *unanimously adopted*.

3. Motions

No formal motions had been forwarded to the Conference.

4. Working Programme

Speaking on the Working Programme of the Section, **C. Iddon** (GdED, Germany) stated that the Transport Policy Sub-Committee had done extremely useful work but felt that this Sub-Committee should now concern itself in detail with the following problems:

- Co-ordination of investments in infrastructure;
- Harmonization of the Social Conditions and Conditions of Competition of inland transport carriers;
- Fair allocation of infrastructure costs;
- The rôle of the railways with regard to transport in conurbations;
- Problems of energy supply and the protection of the environment in connection with the assessment of total costs of individual carriers.

W. Meier (SEV, Switzerland) referred to the problems of North/South rail transit traffic in Europe and called upon the Section to deal with these.

The proposals made by C. Iddon and W. Meier were accepted.

5. Elections

E. Greve Petersen (Danish Locomotivemen's Union), who up to now had been Vice-Chairman of the Section, was elected Section Chairman and **L. Buonaccorsi** (French Railwaymen's Federation, FO) was elected new Vice-Chairman.

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	Alhaji H. P. Adebola (Nigeria)	A. A. Ayo (Nigeria)
North Africa	A. Ayoub (Tunisia)	M. Klila (Tunisia)
<i>(b) Asia</i>		
India	G. Fernandes	D. D. Vashisht
Japan	Y. Murakami	I. Tomita
Philippines	A. Dinglasan	
<i>(c) Europe</i>		
Austria	H. Schmölz	E. Schmidt
Benelux	P. Herin (Belgium)	P. Potums (Belgium)
	J. Mulder (Netherlands)	
	J. Schneider (Luxembourg)	J. Konz (Luxembourg)
Denmark	E. Greve Petersen	B. Aanaes
Finland	U. Keijonen	I. M. Erich
France	L. Buonaccorsi	R. Decoudun
Germany	H. Frieser	H. Vomberg
	H. Wittkopp	
Gt. Britain	S. F. Greene	R. Buckton D. Mackenzie
Ireland (Rep.)	F. H. Smyth	
Italy	I. Pasquale	F. Mattia
Norway	E. Halvorsen	O. Anfinsen
Sweden	L. Linderstål	S. Pettersson
Switzerland	L. Joye	

(d) *Latin America*

Argentina, Chile, Uruguay	R. J. Baigorria (Argentina)	
Bolivia, Peru	A. Jimenez (Bolivia)	J. Aredo (Peru)
Colombia, Ecuador, Venezuela	H. R. Tamayo (Ecuador)	E. Lopéz M. (Colombia)
	A. Salinas (Venezuela)	
Mexico, Central America	M. Campos (Guatemala)	C. Edwards (Costa Rica)
	T. R. Perales (Mexico)	A. Castellanos (Mexico)

(e) *North America*

Canada	R. A. Gingerich	
USA	J. F. Otero	F. A. Hardin
	H. C. Crotty	D. S. Beattie

Sub-Committee on Transport Policy

The composition of the Sub-Committee on Transport Policy is as follows:

Fritz Prechtl (<i>Chairman</i>)	Austrian Railwaymen's Union
P. Potums	CGSP "Cheminots", Belgium
W. Mikkelsen	GdED, Germany
C. Iddon	GdED, Germany
J. Schneider	FNCTTFEL, Luxembourg
J. Mulder	NVV, Netherlands
H. Nydegger	SEV, Switzerland

In accordance with a previous decision, the representatives of the French railwaymen's affiliates may participate in the working of this Sub-Committee provided this does not create any additional work for the ITF Secretariat. The Section also decided that the British railwaymen's affiliates should in future be involved more actively in the work of the Sub-Committee. This will not create additional work for the ITF Secretariat because the German GdED has promised us technical assistance in this context.

Sub-Committee on Working Conditions of Train and Footplate Staff

The Section agreed that, whilst it was the task of the Sub-Committee to concern itself primarily with the working conditions of train and footplate staff, its work should in due time be extended so as to embrace other railwaymen categories. The composition of this Sub-Committee is as follows:—

<i>Member</i>	<i>Union/Country</i>
H. Nydegger (<i>Chairman</i>)	SEV, Switzerland
H. Schmölz	Austrian Railwaymen's Union
P. Herin	CGSP "Cheminots", Belgium
E. Greve Petersen	Danish Locomotivemen's Union
Ilkka M. Erich	Finnish Locomotivemen's Union
H. Pradal	FO, France
Rudi Schäfer	GdED, Germany

Heinz Wittkopp	OeTV, Germany
R. Buckton	ASLEF, Gt. Britain
S. Weighell	NUR, Gt. Britain
F. H. Smyth	NATE, Ireland
J. Schneider	FNCTTFEL, Luxembourg
C. Kuypers	NVV, Netherlands
J. Mulder	NVV, Netherlands
G. Tønder	Norwegian Locomotivemen's Union
S. Kvilekval	Norwegian Railwaymen's Union
Sven Pettersson	Swedish Railwaymen's Union
S. Akova	Turkish Railwaymen's Federation

6. Any other business

The next Conference of the ITF Railwaymen's Section will take place in Gt. Britain in 1975 on the occasion of the 150th anniversary of the British Railways (BR).

The newly elected Chairman of the Section, **E. Greve Petersen**, thanked the retiring Chairman, Sir Sidney Greene, for his exemplary work on behalf of the Section.

S. F. GREENE,
Rapporteur.

ROAD TRANSPORT WORKERS' SECTION CONFERENCE

The Conference of the Road Transport Workers' Section met on the 8th of August, 1974, and was attended by 69 delegates and advisers from 22 countries.

1. Election of Rapporteur

Hans Ericson (Swedish Transport Workers' Union), Section Chairman, took the chair and was elected Rapporteur.

2. and 4. Report on Activities and Working Programme

During the discussion of the Supplementary Report on Activities (Doc. XXXI C-7/Rt), Brothers Kitson (TGWU, Great Britain), Perry (Histadrut, Israel), and Strasser (HTV, Austria) explained their proposals for the Working Programme. The proposals made by them were adopted as a Working Programme and the Section will follow them up during the forthcoming inter-Congress period.

In his address, the Section Chairman pointed out that there were additional problems with which the Section had to deal; such as the question of Legal Assistance to Drivers Abroad and the ITF Questionnaire on Working Conditions in Road Transport, which still remained unanswered by several affiliates.

For that reason, the Section appointed a Steering Committee, which was instructed to deal with these matters as well as with the various proposals for the Working Programme. The result of the deliberations of this Steering Committee would be submitted to the full Section.

3. Motions

No formal motions had been forwarded to the Conference.

5. Elections

Hans Ericson (Sweden) was re-elected Chairman of the Section and **Kurt Haussig** (Germany) was elected Vice-Chairman.

Section Committee

On the basis of nominations received, the composition of the Section Committee is as follows:

<i>Country</i>	<i>Member</i>	<i>Deputy Member</i>
Argentina	Ricardo Perez	
Australia	J. L. Waters	T. W. Sullivan
Austria	W. Follrich E. Steinbach	E. Strasser
Belgium	E. Baudet	M. Vergracht
Canada	D. Nicholson	
Denmark	A. Kruse	W. Jacobsen
Ecuador	G. Naranjo	
Finland	M. Veirto	E. Vahter
France	W. Gitler	G. Doriat
Germany	W. Matthies K. Haussig	H. Vomberg W. Murche
Great Britain	A. Kitson J. Moore G. Kiely	K. Jackson A. Taysome
Ireland	C. Kirwan	J. Cullen
Israel	S. Perry	
Japan	J. Tai	T. Kubo
Luxembourg	M. Schlechter	J. Konz
Netherlands	G. Hoekstra	M. Snijder
Norway	M. A. Bakke	W. Kolstad
Peru	M. Ramirez S.	J. Fonseca
Philippines	E. Descallar	
Sweden	H. Ericson (Chairman)	O. Jansson
Switzerland	P. W. Küng	E. Beiner
Tunisia	I. Lejri	
Venezuela	J. J. González	

Steering Committee

The following were elected to serve on the Steering Committee:

Hans Ericson (Chairman)	(Swedish Transport Workers' Union)
Kurt Haussig (Vice-Chairman)	(OeTV, Germany)
Ken Jackson	(T & GWU, Great Britain)
Peter W. Küng	(VHTL, Switzerland)

The Section Secretary will attend the meetings of the Steering Committee.

6. Any Other Business

Brother Sequeira Branco from Portugal reported on recent developments in his country and appealed for support from the ITF. The Conference of the Road Transport Workers' Section took note of his report and expressed its support for the Portuguese workers.

H. ERICSON,
Rapporteur.

INLAND NAVIGATION SECTION CONFERENCE

The Conference of the ITF Inland Navigation Section was held on 10th August, 1974, and attended by 21 delegates and advisers from 9 countries.

Hans Diers (OeTV, Germany), Section Chairman, took the chair.

1. Election of Rapporteur

P. Mol (Vervoersbond NVV, Netherlands), Vice-Chairman of the Section, was elected Rapporteur.

2. Report on Activities

In his introduction to the Report on Activities, H. Diers pointed out that it was at times difficult for the Section to keep in touch with Inland Navigation unions outside Europe. He said the Section would endeavour to bring about a better communication with these unions. On the present situation in the EEC he said that the Commission's endeavours regarding the harmonization of working conditions in Inland Navigation had so far been fruitless. It was very important that the ITF Inland Navigation Section should bring its influence to bear at EEC level in the interests of all Inland Navigation boatmen in Community countries. In this context he stressed that safety at work and the seaworthiness of vessels were inseparable safety concepts. This fact was not sufficiently recognised at EEC level.

The Report on Activities was *unanimously adopted*.

3. Motions

No formal motions had been forwarded to the Conference.

4. Working Programme

The **Section Secretary** explained the Working Programme contained in document XXXI C-7/IN. The proposed Working Programme was *approved*. During the next three years the Section will, therefore, deal with the following issues: medical care of Inland Navigation boatmen; comparative analysis of working conditions; transport of dangerous goods; and the proposed Rhine/Main/Danube Link.

5. Elections

P. Mol (Vervoersbond NVV, Netherlands) was elected Chairman of the Section and **K. Rebsamen** (VHTL, Switzerland) Vice-Chairman.

The new Section Committee is composed as follows:

<i>Country</i>	<i>Member</i>	<i>Deputy Member</i>
Argentina	E. Venturini	G. V. Perez
Austria	W. Darmstädter	R. Leskowa
Belgium	L. Eggers	—
Finland	P. Kinnari	V. Trast
France	J. Duniau	A. Mosthoff
Germany	H. Diers	—
Great Britain	A. Kitson	T. Cronin
Netherlands	P. Mol	—
Switzerland	K. Rebsamen	—

R. L. Massagatti (Argentina) and **W. S. Powell** (Transport & General Workers Union, Great Britain) reported on difficulties which had arisen as a result of the introduction of two new methods of navigation, namely the LASH system and the BACAT system.

P. Mol, the newly elected Chairman, thanked the retiring Section Chairman, **H. Diers**, for his exemplary work. In turn, **H. Diers** thanked Brother Mol for his kind remarks and wished Brother T. O'Leary, who will be giving up his post with his union upon reaching the age of retirement, all the best and very good health.

6. Any Other Business

There was no other business.

P. MOL,
Rapporteur.

DOCKERS' SECTION CONFERENCE

A Conference of the ITF Dockers' Section was held on 9th August. Sixty-two delegates and advisers from twenty-nine organisations in twenty-three countries attended.

1. Rapporteur

It was *agreed* that T. O'Leary, Chairman of the Section, should act as Rapporteur.

2. Report on Activities

Before adopting the Report on Activities (Doc. XXXI C-7) and the Supplementary Report (XXXI C-7/D), a discussion took place on a number of specific matters such as the principle and practice of applying a special levy to cargoes handled by containerization or other modern methods, such as LASH ships. It was *agreed* that the Secretariat should collect and disseminate information on this point.

Particular reference was also made to the new ILO instruments, the Convention and Recommendation on Dock Work, 1973. It was *agreed* that they set standards which were a benefit to both developed and developing countries and that it was particularly important to act together to see that those standards were implemented. Where dockers' organizations met with difficulties in pursuing that objective, other affiliates should be ready to lend all the support at their command.

The representatives of the Waterside Workers' Federation of Australia gave information on new standards for access ladders that they now required to be made in the holds of large bulk vessels. The Conference *agreed* to congratulate the WWF on its initiative and that in those instances where circumstances required it, dockers' unions should seek to follow their example.

3. Report of the Special Seafarers' Section

The Conference agreed that the Report on Activities and the Supplementary Report (XXXI C-7/SS) of the Special Seafarers' Section could most usefully be considered in the Joint Seafarers' and Dockers' Section Conference.

4. Motions

No formal motions had been forwarded to the Conference.

5. Working Programme

With regard to the Working Programme, it was *agreed* that the Section should continue to concentrate on conditions of work in all their aspects but, in particular, the problems arising from the introduction of new methods of cargo handling. It was also *agreed* that the Section should continue to concern itself with safety. In this regard, a brief discussion took place on the merits, from the point of view of safety, of securing containers by one method as against another.

6. Elections

Tim O'Leary informed the meeting that he would be retiring from his union post at the end of 1974. It was unanimously *agreed* to elect **C. H. Fitzgibbon** (Waterside Workers' Federation of Australia) as Chairman of the Section and **T. W. Gleason** (International Longshoremen's Association of America) as Vice-Chairman.

On the basis of nominations received, the composition of the Section Committee is as follows:

<i>Country</i>	<i>Member</i>	<i>Substitute</i>
Argentina	E. Tolosa	W. Thompson
Australia	C. H. Fitzgibbon	P. O'Toole
Austria	N. Schenk	W. Darmstädter
Barbados	F. Walcott	

Belgium	A. Vervliet	J. Bordon
Bermuda	F. Blakency	S. Villadsen
Denmark	A. Kruse	M. Veirto
Finland	P. Teikari	P. Bauchet
France	J. Duniau	G. Le Goff
Germany	H. Diers	F. Mahlstedt
Great Britain	J. L. Jones	T. Cronin
Ghana	J. R. Baiden	E. O. Manukure
		J. A. Sosavi-Mensah
India	B. Mohan Rao	T. McBrinn
Ireland	C. Kirwan	R. Liguori
Italy	L. Betti	
Jamaica	R. Francis	J. Francoso Mendez
Malta	A. Huerta	V. Savcedo Armaya
Netherlands	P. M. van Keulen	
New Zealand	E. G. Thompson	V. Folvik
Norway	O. Bach	
Panama	L. A. Velasquez	D. Martinez
Philippines	R. S. Oca	D. Marcon
Singapore	V. Jayakody	
Sweden	H. Ericson	
Switzerland	K. Rebsamen	
Tunisia	M. Derouiche	
United States	T. W. Gleason	J. Bowers

The Conference unanimously recorded its deep appreciation of the invaluable services rendered by T. O'Leary (Transport and General Workers' Union, Great Britain), who had for many years been Chairman of the Section but was due to retire in 1975 from his union office. The Conference was informed that the Executive Board of the ITF had decided that he should be awarded the ITF's Gold Badge and that the award would be made in plenary session.

7. Any Other Business

J. Duniau (France) informed the Conference that despite the opposition of rival organizations, his union had managed to secure a collective agreement which would bring French dockers permanent employment.

E. Venturini (Argentina) reported that he had been visited by representatives of Uruguayan dockers' unions affiliated to the ITF who were labouring under great difficulties since trade union rights had been curtailed and the military government was interfering in their activities. The Conference *agreed* that the ITF should give its Uruguayan docker affiliates all possible support in this situation.

T. O'LEARY,
Rapporteur.

SEAFARERS' SECTION CONFERENCE

The Conference, held on 9 August at 2 p.m., was attended by over ninety delegates, advisers and observers from the following 26 countries: Argentina, Australia, Austria, Belgium, ~~Canada~~, Colombia, Denmark, Estonia, Finland, Germany, India, Israel, Italy, Jamaica, Japan, Mexico, Netherlands, New Zealand, Norway, Portugal, Republic of China, Sweden, Switzerland, Tunisia, ~~United Kingdom~~ and the United States.

K. Mols Sørensen (Denmark) was in the chair.

1. Election of Rapporteur

K. Mols Sørensen was elected Rapporteur.

2. Report on Activities

A general discussion took place on the basis of the Report on Activities (items 152-191 of XXXI C-7 and items 1-11 and Annex 1-4 of XXXI C-7/S), during which some considerable attention was given to problems in connection with both flags-of-convenience and crews-of-convenience. For example, the spokesman of the Swedish ships' officers criticized the decision to transfer two Swedish passenger liners to a flag-of-convenience registry, recommending a return to the original ITF policy of seeking to force flag-of-convenience vessels back to their true registries and calling for a world-wide boycott of all vessels belonging to owners who indulge in flag-of-convenience activities. With regard to the ITF Collective Agreement (cf. item 4 of C-7/SS) several delegates favoured a substantial increase in the rates of pay contained in that agreement as well as other improvements. The spokesman of the Norwegian navigating officers reserved his position with regard to the officers' pay differentials contained in the current agreement. The Conference felt that dual union membership should be encouraged for Asian seafarers serving in European vessels. The delegates saw merit in more international co-operation in the negotiation of collective agreements, for example by timing agreements to expire simultaneously. The ITF's involvement with ILO and IMCO in the field of maritime training met with general approval. However, more affiliates should be encouraged to attend IMCO meetings generally. The spokesman of the Filipino seafarers requested that the ITF/ISF agreement (item 183 of XXXI C-7) be extended to cover Filipino seamen on nationally owned vessels in the same manner as it covered seamen from the Indian sub-continent. The Argentinian seafarer representatives criticized the subcontracting of work by shipowners and recommended that the most favourable rate, i.e. the flag-rate or the ITF rate, should be applied in connection with flag-of-convenience operations. In conclusion, several delegates underlined the need for more seafarers' unions to assist actively in the ITF campaign against flag-of-convenience tonnage.

The Report on Activities was *adopted unanimously*.

3. Report of the Special Seafarers' Section

The Conference took note of the Report of the Special Seafarers' Section.

4. Motions

Two motions (see XXXI C-9), No. 15 on "Safety aspects of ships' manning" and No. 16 on "Income tax relief for seafarers", had been referred to the Seafarers' Section Conference by the Resolutions Committee. The first motion was adopted with one minor amendment, viz. the addition of the words "and/or the ILO as appropriate" at the end of the third paragraph. The second motion was adopted without amendment.

5. Working Programme

Five motions on the following subjects were introduced at the Conference for inclusion in the proposed working programme:

- (a) Medical Care Aboard Ship;
- (b) Seamen's Welfare;
- (c) International Code for the Uniform Treatment of Intransit Foreign Seamen in International Trade;
- (d) Special Tariff for Communication;
- (e) UNCITRAL Working Party.

(The *first* motion recommends training of seafarers in medical skills beyond the first-aid level and advanced professional training for personnel in charge of medical care aboard ship in an attempt to end the isolation of seafarers from specialized medical attention whilst at sea. The *second* motion calls for a review by the Section of welfare services to seamen; an international conference on co-operation and resource utilization in connection with welfare programmes; the establishment of a permanent welfare services watch-dog committee within the Section; and the encouragement of a single international independent welfare services agency. The *third* motion calls for the adoption of an international code on the subject matter to prevent unfair treatment of in-transit seamen. The *fourth* motion recommends action designed to achieve a special tariff for communication to and from seamen in international trade and their families ashore. The *fifth* motion calls on seafarers' affiliates to support a proposed amendment of the 1924 Brussels Convention put forward by UNCITRAL and designed, among other things, to increase the liability of the carrier by sea, thus improving the standard of safety for crews by discouraging negligent shipowners.)

The drafting committee set up to revise the International Seafarers' Charter was reconstituted as follows:

<i>Country</i>	<i>Member</i>
Argentina	E. Venturini
Canada	R. Gralawicz
India	B. Majumder
Sweden	G. Karlsson
Tunisia	I. Lejri
United Kingdom	J. Slater, K. A. Murphy
United States	S. Wall

The following Working Programme was adopted:

1. Safety aspects of ship's manning.
2. Income tax relief for seafarers.
3. Co-operation and resource utilization in connection with welfare services to seafarers.
4. A special tariff for communication to and from seamen in international trade and their families ashore.
5. An international code for the uniform treatment of in-transit seafarers in international trade.
6. Medical training standards and medical facilities for seafarers.
7. International maritime labour standards for cruise-ship operations.
8. An international code of accident prevention on board ships.

6. 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>Substitute</i>
Argentina	M. Pantaleo Abalos	E. Venturini
	L. R. Massagatti	
Austria	W. Darmstädter	J. Roposs
Belgium	W. Cassiers	
Canada	R. Gralawicz	
	D. N. Secord	D. Nicholson
Denmark	P. Møller Hansen	
	K. Mols Sørensen	
	(<i>Chairman</i>)	
Estonia	N. Metslov	K. Matson
Finland	O. Keitele	
	S.-E. Nylund	
Germany	H. Rake	
India	J. D. Randeri	A. Mitra
	L. Barnes	Y. Serang
Israel	A. Chisik	
Italy	F. Giorgi	
Jamaica	R. Francis	
Japan	Y. Nohira	
	M. Yamamoto	
Mexico	A. Ahumada L.	
	J. Omar Reyes G.	
Netherlands	W. Ch. van Zuylen	
Norway	H. Aasarød	
	O. Tennfjord	

Philippines	G. Oca	L. Mansueto
Singapore	C. S. Nair	
Sweden	G. Karlsson	
	K. Rude	
	S. Wiebe	
Switzerland	K. Rebsamen	
Tunisia	I. Lejri	
United Kingdom	S. McCluskie	
	A. P. Begg	
	E. Nevin	
United States	E. Shepard	
	S. Wall	
	(<i>Vice-Chairman</i>)	
	R. McKay	

The Conference decided to dissolve the Asian Seamen's Committee and the Automation Committee as neither had been convened in recent years and as the purposes for which they were set up could be better catered for through ad hoc arrangements.

K. Mols Sørensen (Denmark)—formerly Acting Section Chairman—was elected Section Chairman in succession to the late **W. Hogarth** (United Kingdom) and **S. Wall** (United States) was elected Section Vice-Chairman.

7. Any other business

The Danish radio officer delegate requested information on war risk bonus payments in the Middle and Far East areas.

K. MOLS SØRENSEN,
Rapporteur.

JOINT SEAFARERS' AND DOCKERS' SECTION CONFERENCE

The Conference, which began at 9 a.m. on 10 August 1974, was attended by 150 delegates and advisers from the following 31 countries: Argentina, Australia, Austria, Belgium, Canada, Republic of China, Colombia, Denmark, Estonia, Finland, Germany, Ghana, Iceland, India, Ireland, Israel, Italy, Japan, Malta, Mexico, Netherlands, New Zealand, Norway, Panama, Philippines, Rhodesia, Singapore, Sweden, Switzerland, United Kingdom and United States.

T. O'Leary 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.

The General Secretary introduced **Professor Folke Schmidt** who reported to the Conference on his work on finding a suitable defini-

tion of the term "flag of convenience". Professor Schmidt, who has made a valuable contribution to the ITF's work in this field, was invited to attend the next meeting of the Fair Practices Committee where his definition will be considered.

During the discussion of the Supplementary Report on Activities (Doc. XXXI C-7/SS) several participants rose to speak.

Mols Sørensen reported on the findings of the Sub-Committee set up by the last meeting of the Fair Practices Committee to look into the rates of pay of officers. It was agreed to increase wage rates and cash benefits for both officers and ratings with effect from 1 September 1974 by a further 10% over the 35% approved in principle by the Fair Practices Committee in January 1974, giving an AB rate of £171 per month. It was agreed to refer proposals made by the Sub-Committee outside its terms of reference concerning officers' differentials, a solidarity wage policy and a 10% tanker bonus to the next Seafarers' Conference and an increase in the union and Welfare Fund contributions to the next Fair Practices Committee. Some delegates suggested that the ratings' rates should be higher, but the **General Secretary** felt that unless every union was prepared to take part in the flag-of-convenience campaign they should be satisfied with the proposal of the Sub-Committee.

Bull agreed that there should be a Far East Only Trading rate, but felt that an escalation clause should be built into this. He also felt that the time had come for something to be done about non flag-of-convenience ships employing nationals whose rates were rock-bottom. He gave Indonesia and the Maldivé Islands as two examples. **Fitzgibbon** agreed with Bull. He drew attention to the beneficial effects resulting from the decision of the ITF Asian Seafarers' Conference in Singapore and stressed that the minimum ILO rate should be increased at the next appropriate ILO meeting and enforced by affiliates.

In reply to an appeal from **R. S. Oca** for more understanding by the unions of the developed countries of the problems confronting Asian seafarers' organizations, the **General Secretary** informed the Conference that there would be a meeting of Asian seamen in the Philippines in October within the ITF Regional Activities Programme, and he suggested that the Asians should put any proposals reached there to an early meeting of the Fair Practices Committee.

Velasquez described the unsuccessful efforts the Panamanian unions had made to investigate conditions in foreign-owned Panamanian flag ships and asked other ITF affiliates to send them details of sub-standard vessels. The Panamanian unions were opposed to the use of their national flag as a flag of convenience.

The **General Secretary** and **Fitzgibbon** spoke on the SPMS agreement for Gilbert and Ellice Islands seamen (Doc. XXXI C-7/SS item 6.2). It was agreed that, in view of the special circumstances, the GEIC-SPMS agreement would be accepted on board 12 SPMS vessels presently flying a flag-of-convenience under bareboat charter, provided these vessels were returned to the German flag at the end of the charters.

Seafarers' International Assistance, Welfare and Protection Fund

The following grants were approved by the Conference:

<i>Grenada Seamen's and Waterfront Workers' Union</i> to alleviate hardship caused by their strike	£ 1,000
<i>Europoort International Seamen's Centre "De Beer",</i> <i>Netherlands</i> to purchase a 30-seater bus	£20,000
<i>Norwegian Seamen's Home, Leangkollen</i> towards modernization costs	£10,000
<i>Royal National Lifeboat Institution, UK</i> towards cost of new self-righting lifeboat on 150th Anniversary	£20,000
<i>Apostleship of the Sea — Seafarers' Club Southampton, UK</i> towards cost of conversion work for games and dancing area	£15,000
<i>Sindicato de Obreros Maritimos Unidos (SOMU), Argentina</i> towards cost of bus to transfer seafarers from port area to union sports and recreation ground (Cost to be investigated by General Secretary)	
<i>Missions to Seamen Club, Beira, Mozambique</i> Repairs/replacement of mini-bus to transfer seamen from port area to Seamen's Club. (Cost to be investigated by General Secretary)	

It was also agreed that a grant of £20,000 a year for the next three years should be made to seafarers' unions in the developing countries for assistance in organisational work.

3. Motions

A motion on Compliance with ITF Agreements (Doc. XXXI C-9, No. 17) was adopted. Its implementation would be discussed by a meeting of ITF Inspectors.

4. Working Programme

It was agreed (a) to intensify still further the ITF campaign against the use of flags and crews of convenience; (b) to authorise the General Secretary to appoint additional Inspectors as necessary; and (c) to authorise the General Secretary to convene meetings of these Inspectors to facilitate co-ordination of their work.

5. Elections

On examination of written nominations received it was found that there were two or more from the same union and from the same country. For the time being we would recommend the Fair Practices Committee be comprised as follows, and in the case of nominations in question the General Secretary will write to the unions and countries concerned to determine who should represent them.

<i>Country</i>	<i>Seafarers</i>	<i>Dockers</i>
Argentina	A. Ravina	E. Tolosa
Australia	—	T. Bull
Belgium	W. Cassiers	A. Vervliet
Canada	R. Gralawicz	D. Secord
Finland	R. Herdin	A. Mäki-Paavola
France	—	J. Duniau
Germany	H. Rake	H. Diers
Israel	A. Chisik	—
Italy	F. Giorgi	L. Betti
Japan	K. Kihata	—
Netherlands	W. van Zuylen	P. van Keulen
New Zealand	J. Woods	E. Thompson
Norway	E. Tollerud	—
Sweden	G. Karlsson	H. Ericson
Switzerland	—	K. Rebsamen
U.K.	J. Slater	J. Jones
	E. Nevin	—
U.S.A.	E. Shepard	T. Gleason
	S. Wall	

Co-Chairmen: **K. Mols Sørensen** (Chairman, Seafarers' Section)
C. Fitzgibbon (Chairman, Dockers' Section)

6. Any Other Business

The **General Secretary** reported on the discussions between the Swedish Seamen's Union and the Estonian Seamen's Union and his proposal that all Estonian-owned flag-of-convenience vessels should be brought under ITF Agreements by July 1975 was agreed.

Since Brother O'Leary was retiring and this was the last Joint Seafarers' and Dockers' Conference he would chair, the General Secretary thanked him for the valuable service he had given to the Fair Practices Committee over the years.

T. O'LEARY,
Rapporteur.

FISHERMEN'S SECTION CONFERENCE

The Conference, held on 8 August at 2 p.m., was attended by 31 delegates, advisers and observers from the following 14 countries: Argentina, Denmark, Faroe Islands, Finland, France, Germany, Great Britain, Iceland, Japan, Netherlands, Norway, Portugal, Tunisia and the United States.

H. Rake (Germany) was in the chair.

1. Election of Rapporteur

H. Rake (Germany) was elected Rapporteur.

2. Report on Activities

During the discussion of the Report on Activities (items 222-237 of XXXI C-7 and items 1-5 and Annex 1 of XXXI C-7/F) several delegates spoke on the subject of fishing limits, including the possible extension of the present internationally agreed limits. As a result of their interventions and in view of the fact that the present session of

the United Nations Law of the Sea Conference (UNCLOS) was not expected to reach final agreement on this complex issue but only to narrow down the multitude of proposals submitted to that session in regard to the actual fishing limits, the so-called economic zones, bilateral arrangements, etc., the Section Conference agreed that it would be advisable to await the outcome of the present session of UNCLOS and, on the basis thereof, discuss the matter further within the Section prior to the final session of UNCLOS which had been scheduled for 1975.

The Report on Activities was *approved*.

3. Motions

No formal motions had been forwarded to the Conference.

4. Working Programme

During the discussion of the proposed working programme of the Section (Annex 2 to XXXI C-7/F) it was agreed with regard to item 3 that fish lumpers should be classified as port workers rather than fishermen and thus be regarded as belonging to the ITF Dockers' Section but that notwithstanding this their conditions of work and safety at work deserved to be given special attention by the ITF as did the conditions of work and safety at work of fish processing personnel. Under subsequent items of the proposed working programme it was agreed that in fishing vessels operating in distant waters there should be a shipboard safety representative with powers to make representations on behalf of the crew members; that the Section should consider the question of international co-operation in organizing fishermen's unions, in particular the possibility of co-operation between dockers and fishermen; that the Section should meet well in advance of the ILO Committee on Conditions of Work in the Fishing Industry (provisionally scheduled for 1976) to prepare the stand to be taken by the fishermen's representatives at this ILO meeting; and that the ITF-affiliated fishermen's unions should press their respective governments to include fishermen's representatives in the national delegations to meetings of IMCO's Sub-Committee on the Safety of Fishing Vessels and at the IMCO Conference on the Safety of Fishing Vessels to be held in 1976 for the purpose of adopting an international convention.

The rest of the proposed working programme was approved. However, the United Kingdom delegates criticized the action proposed in item 12 of the programme in regard to the European Economic Community.

The following Working Programme was adopted:

1. Fishing limits.
2. International Convention on Safety of Fishing Vessels.
3. Safety representatives on board fishing vessels.
4. Conditions of work in the fishing industry.
5. Conditions of work and safety at work of fish processing personnel.
6. International co-operation in organizing fishermen.

5. Elections

The following members and substitute members were elected to the Section Committee:

<i>Country</i>	<i>Member</i>	<i>Substitute</i>
Argentina	J. Lucero	G. Vidal Perez
Belgium	H. Dumaray	
Denmark	E. Olsen	S. Villadsen
Faroe Islands	O. Jacobsen	C. Olsen
Finland	H. Sundqvist	R. Herdin
Germany	H. Rake (<i>Chairman</i>)	
Iceland	J. Sigurdsson	
Japan	H. Aso	
Netherlands	P. M. van Keulen	
Norway	K. Kristoffersen (<i>Vice-Chairman</i>)	
Tunisia	B. Abdelwaheb	
United Kingdom	D. Shenton	J. L. Jones
United States	E. Shepard	

The Sub-Committee on Safety of Fishermen and Fishing Vessels was dissolved and its remaining terms of reference transferred to the Section Committee.

H. Rake (Germany) was re-elected as Section Chairman and **K. Kristoffersen** (Norway) was elected Section Vice-Chairman in succession to W. Hulsker (Netherlands), who had resigned from his union to take up alternative employment in the field of training.

6. Any other business

The Argentinian fishermen's representatives stressed the need for an intensification of organizing activities among fishermen in Latin America and gave an example of practical international solidarity action in favour of exploited fishermen from the area concerned. They also suggested that an ITF Fishermen's Section Conference should be held in the near future in a Latin American country, particularly in view of the existence of extensive fishing industries in most of the countries of that region.

The Danish delegates drew attention to the harmful effects upon fishermen and fish lumpers of poisonous gases leaking from decomposed industrial fish, for example in cargo holds, stressing the need for specially equipped personnel to be used for the loading and unloading of such cargoes. The Section Secretary pointed out that a provision covering this contingency had been included in the recently adopted International Code of Safety for Fishermen and Fishing Vessels at the initiative of the ITF but that the ITF would nevertheless appreciate any further information which affiliates might have on this topic.

H. RAKE,
Rapporteur.

CIVIL AVIATION SECTION CONFERENCE

The Conference of the Civil Aviation Section, held on 10 August 1974 at 2 p.m. in Stockholm, was attended by 125 delegates and advisers from the following 28 countries: Argentina, Australia, Belgium, Bermuda, Bolivia, Canada, Denmark, France, Germany, Great Britain, Guatemala, India, Irish Republic, Israel, Italy, Japan, Malta, Mexico, Netherlands, New Zealand, Norway, Pakistan, Panama, Peru, Sweden, Switzerland, Turkey, USA.

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 238-280 in document No. XXXI C-7 and in the Supplementary Report on Activities XXXI C-7/Ca was adopted with the following observations:

- 2.1 The Conference was informed of a possible dispute in Great Britain on the Crew Complement issue of Lockheed Tristar with regard to Flight Engineers' position on the Flight Deck.
- 2.2 A suggestion was made that all the sectors of transport workers should join hands to fight acts of terrorism against all forms of transport. The ITF was urged to give consideration to this.
- 2.3 It was proposed that the Conference should deplore the practice in some countries of using army personnel in civil air transport, especially in cases of disputes.
- 2.4 It was agreed that the function of the Working Party on hi-jacking and sabotage, which the ITF Ground Staff Conference held in Amsterdam in November 1973 had agreed to set up, should be given to the Section Committee.
- 2.5 The Conference was informed that in Italy the Cabin Attendants were now licensed by the State, thanks to the efforts of Mr. V. Toso and his union, FILAC/CISL.
- 2.6 It was proposed that the Conference should express solidarity for the civil aviation unions in India representing Air India employees who had been locked out recently following a breakdown in negotiations.

3. Motions

No formal motions had been forwarded to the Conference.

4. Working Programme

The Working Programme as contained in document No. XXXI C-7/Ca/Annex, paragraph 8, was approved with the following amendments:

- (1) It was agreed that the name of the existing Flight Engineers' Technical Committee should be changed to Flight Deck Technical Committee and that other categories of cockpit staff should be invited to serve on the Committee.

- (2) It was agreed that the Cabin Attendants' Technical Committee should continue as usual.
- (3) It was agreed that the Safety Committee should be dissolved.
- (4) The Conference unanimously agreed that a committee for Ground Staff should be created.
- (5) It was agreed that the next Civil Aviation Section Conference should be held in 1976, instead of 1975, so as to give ample time for its preparation.

5. Elections

J. K. Post announced to the Conference his decision to retire from the Chairmanship and the General Secretary thanked him for his past work in the Section.

W. Gill (USA) was elected Section Chairman and **W. Murche** (Germany) was elected Section Vice-Chairman.

The composition of the Section Committee and other Committees was decided as follows:

Section Committee

Ground Staff

R. Beotegui — Argentina
 J. P. Maynes — Australia
 F. Kaspar — Austria
 (Deputy: W. Darmstädter)
 R. Geldof — Belgium
 R. Génovès — France
 (Deputy: D. Renard)

C. Kirwan — Irish Republic
 (Deputy: J. Somers)
 R. Galluppi — Italy
 J. K. Post — Netherlands
 M. S. Chepote — Panama
 S. Lundgren — Sweden
 F. Waldner — U.S.A.

Cabin Staff

R. R. Smeal — Canada
 J. C. Blachère — France
 J. Cousins — Great Britain
 V. Toso — Italy
 O. Johansson — Sweden
 W. Lindner — U.S.A.

Administrative and Managerial Staffs

E. Mackenzie — Great Britain

Flight Despatchers

D. Kennedy — Canada

Flight Engineers

R. Deseau — France
 E. Nevin — Great Britain
 R. Porat — Israel
 J. Wahle — U.S.A.

Air Traffic Controllers

J. Leyden — U.S.A.

Flight Deck Technical Committee

J. Wahle (Chairman) — U.S.A.
 F. A. Verpoorten — Belgium
 E. Delouya — France
 R. Deseau — France
 G. Beckmann — Germany
 D. Schwenn — Germany
 R. Bricknell — Great Britain
 A. R. Begg — Great Britain

F. Durkin — Great Britain
 R. Porat — Israel
 S. Abi-Nahed — Lebanon
 M. Lavalle — Mexico
 W. J. Buying — Netherlands
 W. Schreuder — Netherlands
 M. Chabbi — Tunisia

Ground Staff Committee

J. Orlando — Argentina
A. Dehaut — Belgium
D. Kennedy — Canada
D. Renard — France
(Deputy: R. Génovès)
U. Schröder — Germany
(Deputy: H. J. Schueh)
I. Cousins — Great Britain
(Deputy: M. Martin)
F. Mackenzie — Great Britain

R. Galluppi — Italy
T. Ichinosawa — Japan
Ms. M. Glomm — Norway
S. Lundgren — Sweden
S. Lunnerfeldt — Sweden
V. Schiwoff — Switzerland
J. Leyden — U.S.A.
W. Lindner — U.S.A.
F. Waldner — U.S.A.

Cabin Attendants' Technical Committee

R. R. Smeal (Chairman) — Canada
J. C. Blachère (Deputy Chairman) — France
M. Russell — Australia
R. Van Wolput — Belgium
(Deputy: R. Housen)
Ms. C. Holdt — Germany
M. Martin — Great Britain
D. M. Mistry — India

G. Mahler — Israel
V. Toso — Italy
M. Akiyama — Japan
A. Reyes — Mexico
R. Lambeck — Netherlands
(Deputy: J. Kostermans)
O. Johansson — Sweden
A. Jouini — Tunisia
F. Simpson — U.S.A.

6. Any Other Business

- (1) The ITF Policy on Flight and Duty Time Limitations on Safety Grounds, as amended by the Flight Engineers' Technical Committee, was presented to the Conference and was approved with two abstentions.
- (2) The ITF "Code of Practice for Cabin Crew Involved in Aircraft Hi-Jacks, Bomb Scares or Similar Contingency Situations", as evolved by the Cabin Attendants' Technical Committee, was approved by the Conference.

J. K. POST,
Rapporteur.

ALLIED INDUSTRIES AND SERVICES SECTION CONFERENCE

The Conference of the Allied Industries and Services Section, held on 9 August 1974 at 2 p.m. in Stockholm, was attended by 48 delegates and advisers from the following 10 countries: Australia, Austria, Denmark, France, Germany, Great Britain, Japan, Netherlands, Sweden and the United States.

1. Election of Rapporteur

K. Haussig (Germany) was in the Chair and was also elected Rapporteur.

2. Report on Activities

The Report on Activities as contained in paragraphs 281-285 in document No. XXXI C-7 was adopted with the following observations:

- 2.1 It was felt that the activities of the Section during the period under review had been inadequate and the feeling was strongly expressed that ways and means should be found to increase them.
- 2.2 A proposal to the effect that the Section be dissolved as a separate Section and attached to one of the Inland Transport Sections was withdrawn in favour of the following proposal from the General Secretary.
- 2.3 He proposed to the meeting that:
 - (1) the Section be re-named the "Travel Bureau Section";
 - (2) the ITF call a meeting of the Section Committee in the very near future to formulate a Working Programme for the following year;
 - (3) the situation be reviewed after one year to decide on the future of the Section.

This proposal was unanimously adopted by the Conference.

3. Motions

No formal motions had been forwarded to the Conference.

4. Working Programme

Following the adoption of the above proposal, the Chairman requested the delegates to submit in writing to the Section Secretary suggestions with regard to the future Working Programme.

5. Elections

K. Haussig (Germany) was elected Section Chairman and **Y. Kosaka** (Japan) was elected Section Vice-Chairman.

The following members were elected to the Section Committee:

<i>Country</i>	<i>Member</i>	<i>Deputy</i>
Australia	J. Forrester	—
Austria	E. Strasser	J. Prinz
Denmark	B. J. Larsen	K. L. Jensen
	E. Olsen	W. Jacobsen
Germany	W. Murche	K. Haussig
Great Britain	D. A. Mackenzie	—
	W. Powell	G. Henderson
Japan	R. Funayama	Y. Kosaka
		T. Yasuda
Netherlands	P. Diepeveen	—
Sweden	A. Åslund	—
	L. Hellman	—
United States	L. E. Dennis	T. Fitzgibbon
		Ms. J. Goodin
		D. J. Sullivan
		W. E. Granlund

6. Any Other Business

There was no other business.

K. HAUSSIG,
Rapporteur.

RESOLUTIONS ADOPTED

1. ITF Policy on Multinational Corporations

WHEREAS we the transport workers of the world, affiliated to the International Transport Workers' Federation (ITF), as part of the international trade union movement, are increasingly concerned by the multiple problems associated with multinational corporations, not only as employers but also as a growing economic and political force; and

WHEREAS the ITF became the first international organisation to begin the struggle against multinational and transnational corporations and companies when it decided to campaign against flags of convenience; and

WHEREAS the world-wide operations of multinational companies and other conglomerates are taking a heavy toll among working families and working communities from one end of the globe to the other; and

WHEREAS the economic and financial decisions made by such business giants aim at establishing sub-standard world-wide employment conditions and industrial relations policies for the purpose of undermining established trade union structures as well as to restrict the right of workers to organise in defence of their interests, to limit their right to collective bargaining and to exploit international labour cost differentials in order to increase profits; and

WHEREAS the speculative approach of these multinational companies and other conglomerates has severely undermined the economic and political structures of several countries throughout the world; and

WHEREAS the transportation industry, as a vital part of the infrastructure of both national and international trade, has become a prime objective of such multinational companies and conglomerates; and

WHEREAS long-established transportation companies, such as certain North American railroads, have siphoned off basic profits for investment in industries totally unrelated to transportation, thereby adversely affecting transport workers through resultant unemployment, lower standards of living and general dislocation of social and economic life style;

THEREFORE this 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

RESOLVES:

1. that the ITF Secretariat undertake an immediate study of the impact of multinational corporations in the area of international transportation and their effect upon transport workers;
2. that the results of such preliminary study be distributed to all ITF affiliates throughout the world, requesting their comments and co-operation in developing an appropriate policy to deal with this matter;
3. that the ITF Executive Board should then call an exploratory conference of all interested affiliates to consider possible courses of action on the basis of the study conducted by the Secretariat;
4. that the ultimate objective of these investigative endeavours be the development of an official ITF policy to be applied universally in coping with the problems posed by multinational companies and business conglomerates in general;
5. that the ITF should, in addition, concentrate on rendering practical assistance in developing trade unionism at the place of work, that is, through the medium of the shop steward system, as the first pre-requisite in considering relationships with multinational companies; and
6. further, that the exchange of information between affiliates on wages and working conditions and the degree of trade union organisation and representation should be dealt with as a first priority.

2. Industrial Democracy

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

CALLS UPON the incoming Executive Board to clearly define the principle of industrial democracy, bearing in mind that the method of co-determination, separated from the trade union movement, is unacceptable;

FAVOURS a system based upon the trade union movement in which workers should be represented through the medium of trade union shop stewards elected at the place of work with complete accountability to their fellow trade union members.

3. Basic Trade Union Rights

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

IS DEEPLY CONCERNED that basic trade union rights and freedom of activity as expressed in the principles of the ILO are not yet guaranteed in a large number of ILO member states; restraints and suppression are imposed particularly upon the transport workers in those countries on the pretext that they are part of an essential service, by depriving them of the fundamental rights and freedoms which should naturally be granted to all workers in a democratic society;

REAFFIRMS its adherence to the democratic principle that any worker should have the right both to determine his or her own conditions of service through collective bargaining and to refuse to work under unsatisfactory terms;

EMPHASIZES that where such principles are not applied, the growth and maintenance of normal industrial relations can never be accomplished, nor can there be a possibility of desirable economic and social development; and

RESOLVES steadfastly to ensure:

1. that the right of workers to organize and to bargain and act collectively should be respected as their inviolable right;
2. that any existing system or practice which runs counter to this principle should be abolished; and
3. that all the disciplinary measures hitherto taken against certain workers in pursuit of their rights should be withdrawn.

4. Safety of Operation

Preamble

Safety is of primary importance to workers in the transport industry because they are destined to be the victims of accidents or to be held responsible for them. Their jobs depend on a proper measure of safety and they are strongly convinced by their experience that safety is an indispensable part of the service the transport industry should offer.

In recent years, methods of transportation have changed the world over into mass or bulk transport at much higher speed so as to meet changes in transport demand and management policy, and traffic density has increased steadily. Moreover, owing to the absence of an appropriate and comprehensive transport policy, many evils have come to the surface in such forms as excessive competition among the enterprises, congestion and delays in urban traffic on the one hand, and negligence and cut-backs of local transport services on the other.

The situation has been worsened by the measures of rationalization which are being carried out in pursuit of higher productivity, thus adversely affecting operational safety and putting heavy pressure on the employees.

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

CONSIDERS the above circumstances to be extremely grave; and

RESOLVES to exert its all-out efforts so that:

1. all the administrative bodies and transport undertakings concerned change their profit-first attitude and make a positive investment in equipment needed to ensure safety of operation;
2. no rationalization measures should be taken which may be harmful to safety, such as a reduction in staff and lengthening of periods between safety checks;
3. transport workers' working conditions be reviewed with a view to improving operational safety;
4. sufficient vocational training, especially that needed as a result of the introduction of new technological changes in the field of transport, be provided by the employers in advance to the employees;
5. a comprehensive transport policy which would eliminate existing excessive competition among transport enterprises, and facilitate public transport and render general user-oriented services, be drawn up as soon as possible; and
6. the activities of the ITF and its affiliates within the ILO be strengthened so as
 - to induce each of the industrial committees concerned with transport to adopt the necessary resolutions;
 - to establish a committee of experts on transport safety covering all sectors of transport with a view to its making recommendations; and
 - to endeavour both at national and international levels to have the Governing Body endorse such resolutions.

5. **The Problems of Young Workers in Transport**

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

RECOMMENDS to the ITF Secretariat that the ITF Regional Offices should take a greater interest in the problems of young workers employed in the different sectors of the transport industry.

6. **Women Workers' Problems**

WHEREAS in its Constitution the ITF proclaims that it will defend the transport trade unions it represents against "any discrimination based on colour, nationality, sex, race or creed"; and

WHEREAS in some sectors of the transport industry and the trade union movement the treatment of women has been unfair, particularly with regard to such matters as equal pay for work of equal value, professional training and education, access to certain jobs and opportunities for advancement, thus creating a discriminatory situation; and

WHEREAS the transport industry includes an increasing number of female workers throughout the globe who, like their male counterparts, work because they need the income to achieve basic economic objectives; and

WHEREAS ITF-affiliated transport unions represent an undetermined number of women, who should be encouraged to assume trade union responsibilities at all levels of the labour movement; and

WHEREAS the special problems of women workers should be alleviated through the trade union movement as a whole, and not through isolated action by the women themselves; and

REALIZING that in many countries individual groups of trade union women are already forming to achieve equality;

THEREFORE this 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

RESOLVES:

1. to recognize, not only the right of women to work and to join trade unions on an equal basis, but also the irreversible character of the employment of women and the contribution they make to the economy of their countries and the world;
2. to support the United Nations "Declaration on the Elimination of Discrimination Against Women", and the UN's designation of 1975 as "International Women's Year", with messages addressed by the ITF and its affiliates to the UN Secretary-General;
3. to call upon the ITF Secretariat immediately to begin compiling data from affiliated unions in order to make a study of the number of women members, their job classifications or categories, comparative pay scales as related to male workers in the same or similar jobs, their positions within the unions themselves and their particular professional and trade union problems; and
4. to request that the Secretariat, on the basis of these findings, call for a world-wide ITF Conference on Women's Problems for all interested affiliates, to review the possibility of forming a Permanent ITF Committee on Women's Affairs, to stimulate a general exchange of data on this subject and to discuss possible measures that could be put into effect on a universal basis on behalf of female ITF affiliates through their respective unions.

7. International Co-operation

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

CONSIDERING that the transport industry transcends national frontiers and that the interests of transport workers, irrespective of nationality, are interwoven and believing that such interests can be protected and advanced by co-operation on a purely industrial basis,

AUTHORIZES the General Secretary to proceed accordingly in defending the interests of the ITF in all future contacts with other International Trade Secretariats.

8. Assistance to Black Workers in the Republic of South Africa

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

CONSIDERING that the systematic policy of apartheid in the Republic of South Africa is still being ruthlessly applied in spite of the condemnation by the UN General Assembly and the International Labour Organisation (ILO); CONSIDERING that the government of South Africa has turned the republic into a complete police state, robbing the people of fundamental human and trade union rights;

RECALLING that foreign investors in the Republic of South Africa are profiting from human slavery and brutal oppression by practising such labour and working conditions that are considered criminal in their homelands and in any civilized nation;

INSTRUCTS the General Secretary without delay to investigate in co-operation with the ICFTU and other appropriate organizations how black workers in the Republic of South Africa can most efficiently be assisted in their struggle for human and trade union rights as well as decent material living conditions, and to vigorously take the appropriate actions;

URGES all member organizations to immediately consider in co-operation with their national centres how political and trade union pressure can be applied most efficiently on the headquarters of multinational companies operating in the Republic of South Africa, in order to stop the present practices of racial discrimination and slave labour.

9. Portugal

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

WELCOMES the revolution of 25 April 1974 which has enabled the Portuguese people to exercise their right to participate freely in trade union and political activity;

WELCOMES the development of an independent and united trade union movement in Portugal;

SHARES THE CONCERN of the Portuguese trade union movement that the supporters and beneficiaries of Fascism are promoting a campaign to damage the Portuguese economy;

RESOLVES, therefore, to support the right of the Portuguese trade union movement and people to determine their own future democratically and without interference from foreign political and economic pressures;

RESOLVES also to give all possible practical assistance to the Portuguese trade union movement in order to improve the working and living conditions of the Portuguese people and in order to prevent the opponents of freedom and democracy from damaging the economic development of the country.

10. Portuguese Colonial Territories

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

WELCOMES the decision of the Provisional Government of Portugal to recognize the right to independence and self-government of Angola, Mozambique and Guinea-Bissau;

EXPRESSES its solidarity with the workers of these countries;

CALLS on the Provisional Government to expedite the process of handing power over to the representatives of the people; and

RESOLVES to request the Executive Board of the ITF to assist the transport workers to develop free and independent trade unions.

11. Terrorist Acts in Italy

The present situation in Italy is characterized by serious social tensions which are also connected with the current economic crisis.

In this situation a number of subversive and anti-democratic elements are at the present time developing a strategy of increasing terrorism which has as its eventual aim the overthrow of the democratic system and a return to the type of totalitarian régime against which Italian workers have fought at great cost in blood.

In this connection one should consider the extremely bloody events and acts of terrorism which occurred in the Piazza Fontana in Milan, the mass assassinations in Brescia and, in the recent past, the dynamite attack against the "Italicus" train which cost the lives of 12 workers, among whom were two young railwaymen.

In the light of this serious situation, in expressing its solidarity with the Italian workers fighting in defence of freedom and democracy,

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

STRONGLY CONDEMNS those who, at both national and international level, encourage, assist and finance the subversive groups operating in various countries;

CALLS UPON all democratic governments to take practical steps, particularly through social reforms, in order to improve the condition of the workers, and also to adopt effective measures for the political isolation and final defeat of all enemies of freedom and democracy.

12. Cyprus

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

HAVING BEEN informed of the arrest and detention of Turkish Cypriot trade unionists by the Greek authorities of Limassol;

MOST STRONGLY CONDEMNS such action and demands the immediate release of all persons imprisoned unjustly in Cyprus;

CALLS UPON the governments of Turkey, Greece and Cyprus to negotiate in good faith in order to ensure a just and lasting peace in Cyprus and the freedom of its people.

13. Chile

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

FULLY ENDORSES the statement on Chile adopted by the ITF Executive Board at its meeting in Paris on 30-31 October 1973;

AGAIN CONDEMNS the denial by the Chilean Military Junta of the basic civil rights and liberties of Chilean workers;

NOTES with dire concern that despite world wide protest and condemnation the repressive measures taken against Chilean trade unionists and working people are daily becoming more severe;

Therefore **RESOLVES**:

1. to call upon all affiliates of the ITF to support a boycott of all Chilean transport on 18-19 September 1974;
2. to instruct the Executive Board subsequently to send a mission to Chile to examine the situation there with regard to civil and trade union rights; and
3. to pledge the wholehearted support of all affiliated unions for whatever action may be proposed by the Executive Board after considering the mission's report.

14. Dispute between the Swedish Ships' Engineer Officers' Union and the Waxholm Steamship Company

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

HAVING BEEN INFORMED of the break-down of negotiations between the Swedish Ships' Engineer Officers' Union and the Waxholm Steamship Company, and of the resultant strike by members of the union as well as the strong solidarity action launched by the Swedish Transport Workers' Union in their support;

HAVING NOTED that the dispute is a legal one and should therefore be resolved in accordance with normal practice, i.e. through negotiations between the parties;

PRESUPPOSING that the Swedish Government will not intervene in the dispute to force the engineer officers back to work, thus suppressing their wage demands;

REACTING STRONGLY against the actions taken by the Waxholm Steamship Company in its refusal to pay wages on its vessels comparable to those obtaining in other areas of the Swedish shipping industry and in its unwillingness to reach a solution through negotiations, as shown by the company's decision to hoard massive amounts of fuel; this in turn will have the effect of prolonging the dispute, causing hardship to the inhabitants of the islands in the Swedish archipelago serviced by such vessels as well as to those trading within and travelling to and from the area;

URGES the Waxholm Steamship Company to take an early initiative to bring about renewed mediation talks in order that a speedy solution may be found which ensures that the engineer officers in question be paid wages equivalent to those paid for similar jobs in Swedish shipping;

INSTRUCTS the ITF Secretariat to keep a close watch on further developments in the dispute and to urge affiliates to support any solidarity action which might be requested, should the Swedish Ships' Engineer Officers' Union not obtain an acceptable solution to the dispute.

15. Safety Aspects of Ships' Manning

Article 29 of the IMCO Convention authorizes the Maritime Safety Committee among other things to deal with the safety aspects of ships' manning. Although many matters of safety have been dealt with within IMCO and although this body's activities have produced concrete results to the benefit of shipping, questions of ships' manning have so far been neglected.

Questions of manning have arisen on many different occasions in recent years at meetings of the Sub-Committee on Standards of Training and Watch-keeping. However, since manning is not within the Sub-Committee's terms of reference, these questions have not been taken up.

The safety aspects of ships' manning are therefore a problem which should be considered by the ITF and its affiliates before the matter is taken up for discussion within IMCO and/or the ILO as appropriate.

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

Therefore RESOLVES that the ITF should undertake a review of the situation and should take appropriate steps with a view to the conclusion of international provisions concerning the safety aspects of ships' manning.

16. Income Tax Relief for Seafarers

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

TAKING NOTE of the continued growth of automation in shipping, as well as increase in size of ships, with a reduction in seafarers' employment,

TAKING FURTHER NOTE of the fact that the time spent at sea is continuously increasing, and that, owing to lack of social and family life and the prolonged periods that the seafarers are required to spend at sea, away from home and country, and in order to prevent their drift to foreign-flag and tax-free flags, they need special consideration from the governments of regular maritime countries in the matter of tax relief and other matters,

THEREFORE SUPPORTS the proposals made by maritime organizations for tax relief, and

CALLS UPON all governments to grant the same at an early date.

17. Compliance with ITF Agreements

This 31st Congress of the ITF, meeting in Stockholm from 7 to 15 August 1974,

RESOLVES that the question of applying in full the provisions of ITF Agreements to vessels engaged in itinerant trading from East Asian Ports to Australian, New Zealand and other South Pacific Area destinations on spot charter voyages in competition with vessels that do comply with the ITF conditions or have equivalent or improved agreements be investigated with special attention to the following points:

1. The necessary steps to be taken to ensure that the appropriate agreement, once accepted, is continued for its stated duration; and
2. What action to be taken by affiliates in conjunction with the ITF either industrially or legally or in combination to dissuade violation or non-compliance of a signed agreement.

GUESTS

Guests of Honour

Olof Palme, Prime Minister of Sweden.
Bengt Norling, Minister of Communications.
Ewald Johannesson, Chairman of Stockholm City Council.
John-Olof Persson, Chief Executive of Stockholm City Council.
Roger Dekeyzer, Former ITF President.
Hans Düby, Former ITF President.
Frank Cousins, Former ITF President.
P. de Vries, Former ITF General Secretary.
Hans Imhof, Former ITF General Secretary.
John M. Elliott, Former Member of the ITF Executive Board.
Prof. Folke Schmidt, Stockholm University.

Veterans

Fritz Croner, Swedish Commercial Employees' Union.
Rudolf Lindfors, Swedish Commercial Employees' Union.
Nils Roth, Swedish Commercial Employees' Union.
Gustaf Kolare, Swedish State Employees' Union.
Harry V. O. Bengtsson, Swedish Engineer Officers' Union.
Arne Stridsberg, Swedish Seamen's Union.
Evert Holm, Swedish Seamen's Union.
Gunnar Carlsson, Swedish Seamen's Union.
Sigurd Klinga, Swedish Transport Workers' Union.
Helge Pettersson, Swedish Transport Workers' Union.
Hjalmar Svensson, Swedish Transport Workers' Union.
Wenzel Stuchly, Swedish Transport Workers' Union.
Nils Hugo Akesson, Swedish Ships' Officers' Association.

Observers

John Vanderveken, International Confederation of Free Trade Unions.
G. Fürstenheim, International Confederation of Free Trade Unions.
Sven Jonasson, International Federation of Commercial, Clerical and Technical Employees.
Stig Nilsson, International Graphical Federation.
Ivan Lind, International Textile, Garment and Leather Workers' Federation.
Sigvard Nyström, International Union of Food and Allied Workers' Associations.
I. Modigh, International Federation of Air Line Pilots' Associations.
Enar Ågren, International Federation of Chemical and General Workers' Unions.
Jørgen Knudsen, Public Services International.
Arne Johansson, Postal, Telegraph and Telephone International.
Håkan Westmark, International Federation of Air Traffic Controllers' Associations.
Don O'Leary, International Federation of Air Line Dispatchers' Associations.
Italo Argentino Limido, Asociación de Personal Superior de Empresa Aéro-comerciales de Argentina.
R. Esteban Perez, Asociación de Personal Superior de Empresa Aérocomerciales de Argentina.
Joao Enrico Teixeira de Sousa, Lisbon Tallymen's Union.
Daniel Rodrigues Goncalves, Port of Lisbon Stevedores' Union.
António Marques do Cortinhal, Union of Lisbon Urban Public Transport Workers.
Ruben Rolo, Union of Merchant Navy Captains and Officers.
Joao Sequeira Branco, Lisbon Drivers' Union.
Antonio Francisco de Figueroa Ribeiro, Federation of Lisbon Dock Workers' Unions.
Elizabeth Barra, Mexican Cabin Staff Association.
Ketil Nordahl, International Labour Organisation.
Garvin Jefferson, American Institute for Free Labor Development.
Jerry Funk, African-American Labor Center.

Klaus Wedel, Friedrich Ebert Foundation.
M. Vanistendael, Commission of the European Communities.
André Tiria, Swedish Trade Union Confederation.
Torbjörn Carlsson, Swedish Trade Union Confederation.
Urs Hauser, Swedish Trade Union Confederation.
Sven Fockstedt, Swedish Salaried Employees' Federation.
Åke Hjelm, Folksam.
Gert Carlsson, Folksam.
Hanns Rehfeldt, Labour Attache, German Embassy, Stockholm.
J. T. Doherty, Labour Attache, U.S. Embassy, Stockholm.
Robert DuBos, U.S. Embassy, Stockholm.
John Carbines, British Embassy, Stockholm.
Mr. Mallet, London Transport.
Mr. Mortimer, London Transport.
Dr. Raab, Duisburg Technical Medical Centre.
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Mrs. I. Monti, International Council of United Seamen's Services.
Mr. E. Sette, International Council of United Seamen's Services.

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Members of staff from three of the Swedish host unions, the Transport Workers' Union, the Commercial Employees' Union (HTF) and the State Employees' Union (SF).