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THE GENERAL SECRETARY'S INTRODUCTION TO THE REPORT ON
ACTIVITIES.

This issue of the ITF Newsletter includes a report on the ITF's 31st Congress held last month in Stockholm. Shortened versions of the presidential address and the general secretary's introduction to the discussion by Congress of the report on activities are attached to the Newsletter as supplements.

For the benefit of our readers, we give a short round up of recent industrial news under the heading 'News in Brief'. We will revert to our usual coverage in the next issue.

NEWS AND VIEWS FROM THE ITF

Biggest-ever ITF Congress is held in Stockholm

A very large number of vital and topical questions of concern to transport workers all over the world were dealt with at the 31st Congress of the ITF which was held last month. The Congress, which met in Stockholm's Folkets Hus from 7 to 14 August under the chairmanship of the ITF's President Fritz Prechtel (with Heinz Kluncker of the German OeTV acting as vice-chairman), was the biggest ever held by the ITF, being attended by 462 delegates and advisers, representing 168 separate affiliated organizations from 49 countries, with a voting strength of approximately four million. Current total membership of the Federation is around six million, organized in some 350 transport workers' unions from 82 countries.

Representatives of both the Swedish Government and of the City of Stockholm honoured the Congress by their presence, official guests including the Swedish Prime Minister, Olof Palme; the Minister of Communications, Bengt Norling; and Ewald Johannesson and John Olof Persson of the Stockholm Municipality. In addition to our six Swedish affiliates, the Swedish Trade Union Federation (LO) and the Salaried Employees' Federation (TCO) were represented by strong fraternal delegations, as was also the trade union and cooperative insurance organization Folksam.

In his address to the opening session of Congress, the Swedish Prime Minister said, inter alia:

"Your presence here in Stockholm will serve to direct attention to the great importance which the six million transport workers whom you represent have in a world in which the so markedly rapid development of communications and transport has increased contacts and trade across national frontiers. Your presence will also serve to give many Swedish citizens an idea of the significance which your International has in the workers' struggle for more just

conditions of employment, increased social welfare and a better world. It will strengthen the positive attitude which already exists in Sweden towards solidarity actions across national frontiers -- in which the transport workers have played such a pioneering rôle."

The strong tradition of solidarity which, as Olof Palme rightly pointed out, has always been such a feature of the ITF's activity was again very evident in the work of the Stockholm Congress and in a number of the decisions which it took.

Congress, for example, gave very strong evidence of its concern at the current denial by the Chilean military junta of the basic civil rights and liberties of Chilean workers, and gave practical expression to that concern by unanimously deciding to organize a warning boycott against all Chilean transport for a period of 48 hours. The boycott, for which preparations are already well under way, will take place on 18 and 19 September, and will be followed by the sending of a high-powered international trade union mission to Chile in order to investigate the situation on the spot. The ITF Congress further pledged itself to support any additional action which the ITF Executive Board may recommend on the basis of the mission's findings.

Congress also unanimously pledged its support and practical assistance to the newly-created democratic trade union movement of Portugal. Representatives of a number of Portuguese unions representing dockers, seafarers, inland waterway workers, fishermen and road transport workers were present in Stockholm and their interventions on the situation in their country and in favour of the granting of independence to Angola, Mozambique and Guinea-Bissau were loudly applauded. Congress also adopted a resolution on the last-named question, and instructed the ITF Executive Board to give all possible assistance to the workers of Angola, Mozambique and Guinea-Bissau in building up strong independent unions.

Close attention was in addition given to the social and trade union situation of Black workers in the police State of South Africa. In a resolution which was unanimously approved, the General Secretary was instructed "to investigate, in co-operation with the ICFTU and other appropriate organizations, how Black workers 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". ITF affiliates were also asked to consider how political and trade union pressure can be best applied against multi-national companies operating in South Africa in order to stop the present practices of racial discrimination and slave labour.

The activities of multi-national companies and corporations operating in the field of transport generally were also the object of intensive discussion by the Stockholm Congress. In a composite resolution which was adopted unanimously the ITF Secretariat was instructed to undertake a preliminary study of such multi-national operations, to invite the comments of affiliated organizations and thereafter to organize an international conference of ITF unions which will consider possible courses of action on the basis of the study, with the ultimate objective of developing an official ITF policy on the problems posed by multi-national companies and business conglomerates.

Further details of resolutions approved in Stockholm are given in other items included in this issue of the ITF Newsletter.

Both the ITF President, Fritz Prechtel, and the General Secretary, Charles Blyth, were unanimously re-elected by Congress. The incumbent Vice-President, Heinz Kluncker, had indicated that he did not intend to seek re-election due to the difficulties of combining this office with his new position as President of the Public Services International.

Congress also adopted an amendment to the ITF Constitution providing that in future there should be three Vice-Presidents of the Federation, one of whom should come from the developing countries. The following were subsequently elected as Vice-Presidents for the forthcoming period of activities: J. L. Jones (Transport & General Workers' Union, Great Britain); J.R. Baiden (Maritime & Dock Workers' Union, Ghana); and T.W. Gleason (International Longshoremen's Association, North America).

Among other significant constitutional amendments was one increasing the size of the ITF Executive Board to 23 (one additional member) plus the General Secretary. Details of the present composition of both the Board and the ITF General Council are given elsewhere in this issue.

It was agreed to insert the word "imperialism" following "and is opposed to colonialism" in the sixth line of the second paragraph of the Preamble to the ITF Constitution.

On the closing day of Congress, ITF Gold Badges were presented to six trade unionists in recognition of their years of service to the International. The recipients were: J.M. Elliott (former International President of the Amalgamated Transit Union, USA); J.D. Randeri (Maritime Union of India); T. 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).

The ITF Congress, finally, unanimously approved an increase in the present affiliation fee of 6 pence per member per year to 7d. in 1975; 8p. in 1976 and 9p. in 1977.

On behalf of all its affiliates, the ITF would like to express its very deep appreciation of the arrangements made for the Congress by our Swedish affiliates and of the very generous hospitality shown by them to the delegates and Secretariat during our stay in Stockholm. The success of the 31st Congress is in no small part due to the efforts made by our Swedish colleagues.

Summary of resolutions adopted at the Stockholm Congress

ITF policy on multi-national corporations

Calling for the ITF Secretariat to undertake a study of the impact of multi-national corporations in the field of international transportation, and thereafter to call a conference of ITF affiliates to consider possible courses of action on the basis of the study, with the ultimate aim of developing an official ITF policy to be applied universally in dealing with the problems posed by multi-national corporations and business conglomerates.

Industrial democracy

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

Basic trade union rights

That the right of workers to organize and to bargain and act collectively should be respected as an inviolable right; that any system or practice running counter to this principle should be abolished; and that all disciplinary measures taken against workers in pursuit of these rights should be withdrawn.

Safety of operation

That all transport undertakings should make a positive investment in equipment needed to ensure safety of operation; that no rationalization measures harmful to safety should be introduced; that working conditions should be reviewed with a view to improving operational safety; that sufficient vocational training, especially that needed as the result of technological change, should be provided in advance to the employees; that transport policy should aim at the elimination of excessive competition among transport enterprises, and should favour public transport and user-orientated services; and that ITF activity within the ILO should be strengthened and aimed at positive action by the ILO in the field of transport safety.

Problems of young workers in transport

That ITF Regional Offices should pay more attention to the problems of young workers in transport.

Women workers' problems

That the ITF should study the situation of women transport workers organized by affiliates, should call an international conference on women workers' problems and consider the possibility of establishing a permanent ITF committee on women's affairs.

International cooperation

Recognizing that the interests of transport workers, irrespective of nationality, are interwoven and can best be protected and advanced by cooperation 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.

Assistance to Black workers in the Republic of South Africa

To investigate, in cooperation with the ICFTU and other appropriate organizations, how Black workers in South Africa can best be assisted in their struggle and to vigorously take appropriate action, with affiliates being requested to consider how political and trade union pressure can most efficiently be applied against multi-national companies operating in South Africa.

Situation in Chile

Calls upon all ITF affiliates to support an international boycott of all Chilean transport on 18 and 19 September next; instructs ITF Executive subsequently to send a mission to Chile to examine the situation there with regard to civil and trade union rights; pledges the wholehearted support of all affiliates for whatever action is proposed by the Executive Board after consideration of the Mission's report.

Situation in Portugal

Welcomes the development of an independent and united Portuguese trade union movement; opposes the campaign by supporters and beneficiaries of Fascism to harm the Portuguese economy; decides to give all practical assistance to the Portuguese trade union movement to improve the working and living conditions of the people and to prevent the opponents of freedom and democracy from damaging the country's economy.

Portuguese colonial territories

Welcomes the decision of the Portuguese Provisional Government to recognize the right to independence of Angola, Mozambique and Guinea-Bissau, and calls upon it to expedite the process of handing over power to the people. Further, calls upon the ITF Executive Board to assist the workers of those countries to develop free and independent trade unions.

Situation in Cyprus

Condemns the arrest of Turkish Cypriot trade unionists by the Greek authorities in Limassol; demands the immediate release of all persons unjustly arrested in Cyprus; and calls upon the Governments of Turkey, Greece and Cyprus to negotiate in good faith to ensure a just and lasting peace in Cyprus and the freedom of its people.

Terrorist Acts in Italy

Condemning terrorist acts by anti-democratic elements in Italy, and particularly dynamite attack against "Italicus" express train, in which 12 workers, including two young railwaymen, were killed. Calls upon all democratic governments to take practical steps, particularly through social reforms, to improve the condition of the workers, and to adopt effective measures for the political isolation and final defeat of all enemies of freedom and democracy.

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

Urging the company to take the initiative in renewing mediation talks in order to achieve a settlement guaranteeing officers concerned wages equivalent to those paid for similar jobs in Swedish ships, and pledging solidarity action by ITF affiliates if no acceptable solution reached.

(Note: This dispute has since been satisfactorily resolved)

Safety aspects of ships' manning

Draws attention to fact that such safety aspects have so far been neglected within IMCO; calls upon ITF and its affiliates to review situation and take appropriate steps aimed at the conclusion of international provisions concerning the safety aspects of ships' manning.

Income tax relief for seafarers

Calling for special consideration from governments of regular maritime countries in respect of tax relief for seafarers and other matters in view of the fact that time spent at sea is constantly increasing, resulting in a lack of social and family life for seafarers, and in order to prevent a drift towards foreign-flag and tax-free flags.

Compliance with ITF agreements

Calling for investigation into the application in full of the provisions of ITF agreements to vessels engaged in itinerant trading from East Asian ports to Australian, New Zealand and other South Pacific destinations on spot-charter voyages, with

particular reference (a) to ensuring that agreements, once accepted, should be continued for their stated duration, and (b) to considering what industrial or legal action can be taken to discourage violation of or non-compliance with signed agreements.

In addition, resolutions submitted dealing with the following subjects were remitted to the ITF Executive Board for consideration: Regional activities; Regional Section meetings; ITF activities in the Caribbean Area; Holding of annual ITF conferences in the Caribbean Area; and resolution on Indian Railwaymen.

Composition of ITF General Council

The General Council elected at Congress is composed as follows:-

| Country or Group | Titular Members | Deputy Members |
|--|--|--|
| Europe & Middle East | | |
| 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 |

| Country or Group Europe & Middle East (Contd.) | Titular Members | Deputy Members |
|--|-----------------|----------------|
|--|-----------------|----------------|

- | | | |
|-------------------------------|---|--|
| 11. Israel, Jordan, Turkey | Y. Woshcina (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. Mhungu (Rhodesia) |
|--|--|---|

Asia and Australasia

- | | | |
|---|---|--|
| 14. Japan | K. Kihata Y. Murakami | M. Yamamoto I. Tomita |
| 15. Australia, Bangla Desh, Burma, Fiji, Gilbert & Ellice Islands, India, Indonesia, Korea, Malaysia, New Zea- land, 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) |

| Country or Group | Titular Members | Deputy Members |
|--|--|--|
| 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 |

Composition of ITF Executive Board

The Executive Board elected at Congress is composed as follows:-

| <u>NAME</u> | <u>COUNTRY</u> |
|------------------------------------|----------------|
| <u>Europe and Middle East</u> | |
| F. Prechtl | Austria |
| J. 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. Woshcina | Israel |
| Ph. Seibert | Germany |
| H. Kluncker | Germany |
| <u>Africa</u> | |
| A. Ayoub | Tunisia |
| J.R. Baiden | Ghana |
| <u>Asia</u> | |
| C.S. Nair | Singapore |
| K. Kihata | Japan |
| <u>Latin America and Caribbean</u> | |
| E. Tolosa | Argentina |
| M. Ramirez | Peru |
| <u>North America</u> | |
| W.C.Y. McGregor | Canada |
| D.N. Secord | Canada |
| D.S. Beattie | U.S.A. |
| T.W. Gleason | U.S.A. |
| J. Peterpaul | U.S.A. |

ITF Management Committee

The Management Committee elected at Congress is composed as follows:

- F. Precht1 (Austrian Railwaymen's Union)
- J.L. Jones (Transport and General Workers' Union, Great Britain)
- J.R. Baiden (Maritime and Dock Workers' Union, Ghana)
- T.W. Gleason (International Longshoremen's Association, North America)
- D.S. Beattie (Congress of Railway Unions U.S.A.)
- L. Buonaccorsi (French Railwaymen's Union, FO)
- S.F. Greene (National Union of Railwaymen, Great Britain)
- Ph. Seibert (German Railwaymen's Union)
- ITF General Secretary Charles Blyth

New ITF affiliations approved by 31st Congress

The following applications for affiliation were approved by the ITF Executive Board in Stockholm, subject to the satisfactory completion of any remaining formalities:

- Airlines Cabin Crew Association of Pakistan
- Nigerian Merchant Navy Officers' Association
- Sindicato Ferroviario Quito - San Lorenzo (Ecuador)
- Seamen's Union of Ireland
- Transport, Agricultural and General Workers' Union of Sierra Leone

*Federación Nacional de Trabajadores Camioneros y Obreros del Transporte Automotor de Cargas (Argentina)

*Airline Stewards and Hostesses of New Zealand Industrial Union of Workers

Sveriges Arbetsledareförbundet

*All remaining formalities with regard to the applications from these two unions were completed during the period of Congress and they have been accepted by the Executive Board as affiliates of the ITF with effect from 1 July 1974.

TRADE UNIONS

GHANA

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Seminar for Ghanaian affiliates

A one-week basic trade union seminar, organized jointly by the ITF and the German Friedrich Ebert Foundation, was held at the Institute of Adult Education in Tsito, Volta Region of Ghana from 9 to 15 June 1974. The seminar was attended by 30 participants from four of the ITF's Ghanaian affiliates: Railway and Port Workers' Union, Maritime and Dock Workers' Union, General Transport and Petroleum Workers' Union and the National Union of Seamen.

The seminar lecturers were C. R. Amartey, tutor at the Ghana Labour College, Kurt Haesemeyer of the FES and J.R. Baiden, general secretary of the Maritime and Dock Workers' Union. Topics discussed included: the aims and objectives of trade unions; the structure of the Ghanaian trade union movement; the duties of trade union officials; grievance handling; the financial administration of trade unions; worker participation; multi-national companies; the economy and collective bargaining; and the work of the ITF.

SIERRA LEONE

=====

Shop stewards' seminar held in Freetown

Some 31 delegates from five transport workers' unions met in Freetown, Sierra Leone from 24 to 28 June 1974 where they attended a shop stewards' seminar organized by the ITF's African Representative Ben Udogwu. Guest lecturers included S.S. Foday, the Coordinator for Africa of the Miners' International Federation, V.J.V. Mambu, a former trade unionist and now economics lecturer with the Extra Mural Department of Fourah Bay College and N.H.T. Boston, Labour Officer at the Ministry of Labour. The general secretaries of four of the unions represented (together with the assistant general secretary of the fifth union) also delivered lectures.

The seminar discussed a wide range of subjects including: the rôle of the shop steward; grievance handling; collective bargaining; trade union administration; the government's rôle in industrial relations; the duties of trade union officials; and the history of the international trade union movement with special reference to the ITF.

The opening ceremony of the seminar included an address by the Sierra Leone Minister of Transport and Communications Edward Kargbo. The Deputy Commissioner of Labour M.H. Bayorh addressed the closing session and also presented attendance certificates to the participants.

NEWS IN BRIEF

A settlement has been reached in the long-standing dispute between the ITF-affiliated Associated Society of Locomotive Engineers and Firemen (ASLEF) and British Rail on the restructuring of loco drivers' pay. In its report published in late July, the industry tribunal, to which the matter had been referred, recommended that in view of the increased responsibilities of drivers the following improvements should be made to the BR offer previously rejected by union: the basic weekly rate should go up by £3.50 (as opposed to £1.50 offered by BR), an increase of 10 per cent on current rates; the percentages on which the unsocial hours payments are calculated should be raised from the levels of 4, 5 and 6 per cent to 5, 7½ and 10 per cent, thus giving drivers a maximum increase of £3.50 per week; and the weekly mileage consolidation payment of £2.45 for up to 200 miles offered by BR should be calculated on present rates, bringing its value up to £2.60. The findings of the report, which has been welcomed by ASLEF and the National Union of Railwaymen, are expected to be implemented shortly.

Official union backing has been given to the policy of non-cooperation with BACAT -- Barge Aboard Catamaran -- operation in the port of Hull. The local branch of the ITF-affiliated British Transport and General Workers' Union, to which most Hull dockers belong, has announced that an agreement between the union and the port employers, which allows the men to handle 20 per cent of the cargo brought through the port by BACAT, will be suspended.

Following the recent Pay Board recommendation on London allowances, British Airways has announced that it is to pay new rates to its 41,500 London-based employees, effective 1 October. Airline workers at Heathrow Airport will receive the recommended outer London rate of £200 per annum; the remainder, including those at the West London air terminal, will get the higher inner London rate of £400.

The nine-week strike of Dublin bus workers ended on 8 July (see ITF Newsletter Nos. 5, 6, and 7/8 for earlier details).

Members of the ITF-affiliated Japan Air Lines Cabin Attendants' Union were joined by two other unions of JAL workers when they struck on 14 June in protest at the delay in negotiating their demands. A further joint 24-hour stoppage scheduled for 20 June was called off when the airline made an acceptable offer. The settlement, which is subject to ratification by the union membership, offers: a summer season allowance of 3 months' pay plus ¥49,000 per employee; a guaranteed flight allowance of 65 hours per month, effective April 1975; 10 days off per month, to be implemented in two stages by October 1975; a \$1.00 increase in the per diem rate paid for flights to certain areas; and an increase of 29% in the allowance paid to offset the cost of taxi fares.

Ground maintenance workers of the Portuguese national airline paralyzed all TAP flights out of Lisbon when they went on strike on 27 August in support of a demand for better pay and conditions. On the following day, the government placed the airline under martial law, making its employees subject to military discipline. The strikers, who had brought out 500 other TAP workers in sympathy, returned to work on 29 August and talks have since resumed with the airline management and officials of the Labour Ministry on their claims.

Sudan has joined the Inter-Governmental Maritime Consultative Organization, bringing membership of IMCO to 87 countries, including one associate member.

Engineer officers on the ten largest vessels of the Waxholm Steamship Company, which operates a ferry service to the islands of the Stockholm archipelago, called off their four-week-old strike on 23 August when their union, the Swedish Engineer Officers' Union, reached agreement with the employers on a new contract giving them pay parity (by 31 March 1977) with their fellow officers on similar vessels, thus meeting their main demand. The agreement makes provision for a starting salary of 3,248 kr per month (an increase of 600 kr) rising to 3,753 kr after nine years (almost 800 kr above present rates). Other improvements include a special passenger vessel allowance for chief engineers; a one-man allowance for vessels not carrying a stoker; an examination allowance; an improved victualling allowance; and the right to 35 days' leave after four years service with the company. Two new seniority bonuses (for 12 years' and 15 years' service) will also be introduced during the life of the three-year agreement. At the conclusion of the strike, the engineer officer expressed their thanks to the Swedish Transport Workers' Union, which had assisted them by cutting off oil supplies for the period of the dispute to those Waxholm vessels that were still operating.

Folke Havik of the Swedish Engineer Officers' Union reported to the Stockholm Congress on the background to the dispute and an emergency resolution, submitted jointly by the engineer officers and the transport workers, was subsequently adopted.

Under a new three-year agreement signed by the US International Longshoremen's Association, the basic hourly rate of North Atlantic coast dockers will rise in three stages (70 cents on 30 September 1974, 60 cents on 30 September 1975 and 1976) from \$6.10 to 8.00. In addition, employer welfare contributions go up by 33 cents (10 cents this year, 11 cents in 1975 and 12 cents in 1976) and employee pension payments by 49 cents (15 cents this year, 16 cents in 1975 and 18 cents in 1976). The contract expires on 30 September 1977.

A similar agreement, effective 1 October, has been reached for union members employed by the New York Shipping Association.

PERSONALIA

Johanna Catharina Jacoba Cornelius, general secretary of the Garment Workers' Union and a leading figure in the South African trade union movement, died on 21 June at the age of 62.

Gunvald Hauge, former president of the Norwegian Seamen's Union, died on 8 July, aged 71. Brother Hauge's union career spanned over 45 years. He joined the seamen's union in 1919, becoming vice-president in 1938 and was president from 1958 until his retirement in 1966. He was a member of the ITF Executive Board from 1958 to 1966.

Eric Nevin has been appointed acting general secretary of the British Merchant Navy and Airline Officers' Association in succession to John Slater, who died earlier this year. Brother Nevin was previously an assistant general secretary of the association.

Hans Oprecht, former general secretary of the Swiss Public Service Workers' Union, celebrated his 80th birthday on 19 July.

Sidney Weighell has been elected general secretary of the British National Union of Railwaymen in succession to Sir Sidney Greene, who retires in February 1975. Brother Weighell is the union's senior assistant general secretary.

Clive Jenkins, general secretary of the Association of Scientific, Technical and Managerial Staffs, and Jim Slater, general secretary of the National Union of Seamen, were elected on to the General Council of the British Trades Union Congress at its annual meeting earlier this month.

AFFILIATED UNIONS REQUIRING FURTHER
INFORMATION ON ANY ITEM IN THIS
NEWSLETTER MAY OBTAIN IT ON REQUEST
FROM THE SECRETARIAT OF THE ITF

THE PRESIDENTIAL ADDRESS TO CONGRESS

We publish below a shortened version of ITF President Fritz Prechtel's address on the opening day of Congress.

This Congress takes place at a time of political and economic tension. Our world is troubled by terrorism, poverty, unpredictably fluctuating exchange rates and an unprecedented energy crisis. One part of mankind cannot imagine anything worse than that they might earn less money, live less comfortably, be less well-dressed and have less leisure and recreation. At the same time a large part of mankind is threatened by increasing economic and political dangers.

We note in many countries the spreading of stark political terror. The political repression which exists in Chile and several other Latin American and Asian states, as well as in large parts of Africa and Spain, is noted by many governments without a trace of criticism. The people of the developed industrial nations are being exhorted to spend their holidays in countries where thousands of human beings languish in prison and are being executed. Trade union meetings are violently broken up by the police and union officials are shot at public meetings. It is a shocking fact that such incidents are, in many cases, accepted by the outside world with indifference and are considered to be so much part of the natural course of events that they require no special comment. The ITF has suspended affiliates which cooperate with dictators.

Once again we are faced by circumstances which will require this Congress to take extremely important decisions. As far back as 1962 I said that a stop must be put to international terrorism if our transport installations were not to be transformed into fortresses because no-one was willing to tackle this problem on an international basis.

With this in mind, the ITF and IFALPA called a world-wide boycott of civil aviation on 19th June 1972, hoping that such a protest would force the governments to take effective action against the growing number of hijackings and terrorist attacks endangering the lives of our members and the travelling public. We further stated that in the absence of such action by governments the civil aviation employees themselves might refuse to carry out their duties. In a telegram to the United Nations we made it clear that the civil aviation workers were no longer prepared to accept the inactivity of governments in this matter. Our demonstration prompted the ICAO Council to call an emergency session at which the Legal Committee of ICAO was instructed to draft an international agreement envisaging sanctions against

States not complying with the decisions reached.

In September 1973 in Rome a Diplomatic Conference, called to deal with the question of terrorism in civil aviation, ended most disappointingly, despite the intense efforts of the ITF representatives. The ITF protested at its abject failure with shock and consternation. It seems that the governments of the world, with very few exceptions, are not prepared to take active measures against this continuing threat to the safety of aviation and other means of transport. Legal hair splitting and time consuming and abstract discussions on insignificant procedural issues would appear to be more important than the lives of airline passengers and civil aviation employees.

Our position is very simple: the civil aviation personnel, the seafarers, the railwaymen and the road transport workers affiliated to the ITF feel that they, in the face of such ruthless terror and sabotage, are no longer in a position to ensure their own safety and that of the travelling public. Our patience is exhausted. We are not prepared to become the victims of indifference and passivity on the part of governments and we shall do everything in our power to find a solution to this problem.

Almost immediately after the failure of the Rome Conference a bitter war once again ensued in the Middle East between Israel and the Arab countries, resulting unhappily in further bloodshed and suffering, but serving at the same time as a warning that such conflicts might one day not confine themselves to that part of the world but bring all of us to the edge of a terrible disaster.

The ITF, through discussions with our friends in Israel and Egypt, endeavoured to contribute to the lessening of existing tensions. We hope that our efforts will help to bring about an early reopening of the Suez Canal and the restoration of the freedom of navigation for vessels of all nations, including those of Israel. In these discussions our General Secretary Charles Blyth, Jack Jones from the British Transport and General Workers' Union and myself tried to improve the atmosphere between trade unions in the Middle East and thus make a contribution to lasting peace.

The energy crisis has clearly demonstrated the dependence of the governments of industrial countries in America, Europe and Asia; it has also shown that their ability to act decisively is limited. The people mainly responsible for these events can be found among international oil magnates and in the board rooms of multinational companies. The gigantic profits made by multinational corporations have inflicted serious economic damage on industrial nations. In the case of developing countries the increase in the price of oil means still greater unemployment, a total arrest of economic growth and, in consequence, a widening of the gulf between the rich and the poor of this world.

Many governments find it extremely difficult, if not impossible, to protect themselves against multi-national companies so that economic and political decisions, at national and international level, are increasingly being determined by the policies of these companies. The governments and the trade union movements of the various countries are, at the moment, helpless vis-à-vis giant multi-national corporations. For that reason, the ITF will make a study of their aims and policies. At the same time it would seem appropriate to formulate some constructive proposals.

The problems by which the industrial nations are confronted as a result of this shift in economic power from a national to a multi-national level are nevertheless not as serious as the enormous difficulties in which less developed countries such as the Arab countries of Morocco, Tunisia, Egypt, the Yemen and Sudan, who have no oil resources of their own, now find themselves. In India the situation is more desperate still: rocked by inflation, suffering from a low rate of economic growth, a population explosion, political and social unrest (the withdrawal of the right to strike from Indian railwaymen is a good example of this), India was forced to wholly abandon its recently adopted 5-year-development plan. Last year it spent 11% of its revenue from exports on oil, this year it will spend 65%. Things are much the same in Pakistan, Bangladesh and Sri Lanka. There is a strong feeling of resentment among many African nations. The "Organization for African Unity" has recently stated that its 42 member countries will in future have to spend approximately \$1,000 million per year on oil products compared with \$350 million in 1973.

Our Constitution states that the ITF is opposed to any discrimination based on colour, race or creed. For that reason we must be prepared to talk to anyone and render them help and counsel. We must, however, be aware of being used for propagandistic reasons because of the possible serious consequences for the international trade union movement not just in Europe but throughout the world. We do not want to become an organization such as the United Nations, which is paralysed by endless wrangling and procedural disputes and, in the last analysis, the use of the veto. We in the ITF and, by extension, the ICFTU wish to remain a flexible organization so as to be able to render appropriate assistance to those we represent.

In many countries we witness increasingly violent confrontations. In Japan the railwaymen are still involved in a bitter and determined struggle for the right to strike. In India railway trade union officials were thrown into jail when they tried to stand up for the legitimate claims of their members. No-one could say that we live in a world without problems. As transport workers we shall have to continue our common efforts towards bringing about a truly international transport policy. At the same time we must not lose sight

of the grave social problems around us and accord appropriate priority to their solution.

As President of one of the largest international organizations of workers I can confirm that the free trade union movement is determined to achieve and defend democracy and freedom with every means at its disposal. Over and above that it is necessary to close the material gulf between industrial nations and developing countries.

We hope the conflicts threatening the peace of our world in the Middle East, in Cyprus and in South East Asia will be settled in a humane and peaceful manner. This hope of ours extends in particular to our Israeli friends, to our Turkish friends and to those Arab friends who are peace-loving and willing to compromise in order to secure peace in the Middle East. The material values created by the workers of this world must not be destroyed by war and devastation.

We further hope and wish that relations between nations will be based on equal rights and on a complete recognition of the right of all people to live their lives in safety and human dignity. To make this possible we must first achieve worldwide peace. Only then can we devote ourselves fully to the task of creating a world where everyone can live in safety, freedom and without fear of war and terror.

In doing so, we shall achieve the first aim of the workers' movement which is to bring about and effectively defend a better standard of life for all our members. I hope this 31st Congress of the ITF will decisively contribute towards the realization of this aim.

THE GENERAL SECRETARY'S INTRODUCTION TO THE REPORT ON ACTIVITIES

We reproduce below extracts from the General Secretary's speech to Congress introducing the discussion on the report on the ITF's activities during the inter-Congress period.

During the past three years the ITF has been extremely active in all of the separate yet interwoven fields in which it works. In our Regional Activities, the industrial sectional basis of certain seminars has been emphasised and we have been able to enhance the volume of work by Regional educational programmes arranged in co-operation with our United States affiliate, the Brotherhood of Railway and Airline Clerks, and by the very welcome cooperation between ourselves and the German Friedrich Ebert Foundation. It has meant a greater amount of work for our Regional Representatives in Asia, Africa and Latin America, but this they have cheerfully undertaken and efficiently carried out.

The ITF's eight Industrial Sections have also been very active during the inter-Congress period and much of our work has been undertaken in connection and cooperation with other international organizations -- the ICFTU, the ILO, IMCO, ICAO, the UIC, the ECMT and the EEC Commission.

Perhaps the most active section and the one that has achieved the most spectacular results has been the Special Seafarers' Section, which deals with ships sailing under flags of convenience. This is due to the intensification of the campaign following the decision of the Vienna Congress and to the fact that, by virtue of the international nature of the shipping industry, the employer is able to recruit labour at will in the developing countries and in areas of high unemployment. For many years, the ITF has fought a lone battle against these inhuman disciples of profit at any price whilst governments have stood cynically by and apparently considered that safety at sea and of seafarers' lives was of less importance than the possibility of giving offence to any avaricious nation which allowed its flag to be prostituted.

In the Seafarers' Section itself, we have, for the first time ever, achieved significant improvements in the conditions of Asian seafarers. I would hasten to assure those of our Asian colleagues who fear for their jobs that in any action of this kind taken by the ITF we shall endeavour to defend, in all their aspects, the living and working conditions and employment prospects of all of our affiliates.

We have also been concerned in the Seafarers' Section at the attempts made by IMCO, an exclusively governmental organization, to take unto itself work concerning standards of training and certification of seafarers that, up to now, has always been considered the field of the ILO. In order to ensure that the workers' voice is heard in any discussion on these matters, we supported the establishment of an ILO/IMCO Joint Committee and the Section Secretary, together with representatives of several of our affiliates, has participated fully in these meetings.

One disappointment, which I felt keenly, was the fact that, in the Fishermen's Section, we were not able to bring sufficient weight to bear on the governments involved in the dispute on Icelandic fishing limits before it reached the shooting stage. On ITF initiative, two meetings were held - one in London and one in Reykjavik - between representatives of the British, German and Icelandic trade unions. These resulted in a proposal worthy of consideration by governments and one which, I believe, would have been more durable than the agreement eventually reached.

I have little faith that the Third Law of the Sea Conference, currently taking place in Caracas, Venezuela, will resolve the questions of fishing limits, the extent of the Territorial Sea, or any of the related matters in a manner that is satisfactory to all nations. Without a universally accepted Convention covering the exploitation of the wealth of the seas and the sea-bed, disputes will undoubtedly recur from time to time. For that reason the ITF has not taken any position on what should be the extent of fishing limits, the territorial sea, or the right to exploit the sea-bed beyond the Continental Shelf. We have continued to urge that there should be no unilateral extension of these limits, and that a settlement should be sought by negotiation and agreement between interested states, with particular consideration being given to the needs of countries whose economies depend greatly or, as in the case of Iceland, almost wholly upon the exploitation of the sea.

A considerable part of the work of the Inland Transport Sections - road, rail and inland navigation - has been concerned with representing the interests of our members in connection with various proposed regulations of the European Community. The Secretary responsible for these three sections has attended the meetings of the respective Advisory Committees set up by the Commission in order to give union and employers' organizations the opportunity to discuss and comment on various Community proposals.

The Railwaymen's Section has also increased its pressure for the introduction of automatic couplings on the European Railways. This long standing demand of the ITF is, at long last, reaching fruition to the extent that the date for introduction has at last been agreed. From our point of view, it is of crucial importance that the period during which the change-over to automatic couplings takes place is as short as possible in order to reduce the attendant accident risks to shunting staff.

At the recent Railwaymen's Section Conference in Basle, the trade union rights, or rather, the lack of those rights, of Japanese public service workers was the subject of a lively discussion and a sharply-worded resolution was adopted pledging support to our Japanese colleagues.

The ITF, in a letter to the Director General of the ILO, has supported complaints made by our Japanese railwaymen's affiliates, KOKURO and DORO, to the ILO Committee on Freedom

of Association. We also supported a similar complaint by the municipal busmen and were appalled at the Committee's findings which in effect countenanced restrictions on the busmen's right to strike since their strikes would cause "public inconvenience". I said we were "appalled" because every strike causes inconvenience and if we are to accept that a decision such as this gives good grounds for the denial of our fundamental rights, then we may as well go out of existence. The Chairmen of the Workers' Group of the Governing Body of the ILO and all other International Trade Secretariats were informed of our disagreement with the finding of the Committee on Freedom of Association and we also requested the Director General to again submit this case to the Committee with our comments. He replied that he was unable to do so, but we do not intend to allow the matter to rest there.

In the Inland Navigation Section, the proposed Rhine/Main/Danube link has been discussed in some depth and this link will assume increasing importance in the coming years, enabling, as it will, vessels to navigate from the North Sea ports to the Danube. The question of inadequate medical care for Inland Navigation boatmen has also been extensively and critically considered and will be pursued with vigour in the future.

The main topics dealt with in Road Transport have been working hours (in general terms as well as in connection with the second set of EEC Regulations on Social Conditions in Road Transport and with the proposed revision of ILO Convention No. 67 on Working Hours), legal assistance to drivers abroad, the fitting out of cabs and berths of vehicles used in road haulage and the transport of dangerous goods. There still remain differences of opinion amongst our affiliates on certain matters in road transport, but I am hopeful that, eventually, these can be reconciled.

In addition to organizing the usual conferences and a number of meetings of the Technical Sub-Committees of the Civil Aviation Section, the ITF has continued to press for greater security in civil aviation and to cooperate with all organizations concerned with aviation safety. A joint ITF/IPALPA Committee has been established which, we hope, will be capable of achieving a quick response and be a deterrent to any act of aircraft hijacking or terrorism. Although incidents of this kind have greatly decreased during the past year or so, the fact that the 20th Extraordinary Assembly of ICAO, held in Rome last August, failed to agree upon a really deterrent Convention was a great disappointment. The ITF representatives at this Conference, Ken Golding, Mohammed Hoda and Jack Wahle, spent four weeks of continuous lobbying of Governmental delegates, but, in the end, narrow nationalistic considerations prevailed.

In the Dockers' Section, affiliates have continued to support the campaign against flag-of-convenience and sub-standard vessels despite frequent threats of legal and other action made against them. It is this action that holds out a thin life-line of hope to the exploited and has caused the name of the ITF to become a byword on the waterfronts of the world.

The adoption by the ILO of a Convention and Supporting Recommendation on the Social Repercussions of new Methods of Cargo Handling was a great success. And I say this because, in the words of the Report on Activities, the employers "resisted dogmatically". This is a gross understatement. The employers used walk outs and every trick in the book to prevent the adoption of either a meaningful Convention or Recommendation and the doggedness of the workers' side in sticking to their guns is to be commended.

I cannot end without commending to Congress all of the people working with me in the ITF Secretariat and in the Regions for the work that they have conscientiously and, in my opinion, efficiently carried out on your behalf.

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RESOLUTIONS

adopted by the 31st ITF Congress

Stockholm, 7-15 August, 1974

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 defense 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 transportaion, 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 cooperation 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 COOPERATION

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 cooperation 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 cooperation 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 cooperation 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 recognise 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 characterised 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 CONDEMNNS 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 CONDEMNNS 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 Watchkeeping. 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.

RESOLUTIONS REFERRED TO THE ITF EXECUTIVE BOARD

REGIONAL ACTIVITIES

Submitted by: "La Fraternidad", Argentina

ITF ACTIVITIES IN THE CARIBBEAN AREA

Submitted by: Trinidad Seamen and Waterfront Workers' Trade Union
St. Lucia Seamen and Waterfront Workers' Trade Union

HOLDING OF ANNUAL ITF CONFERENCES IN THE CARIBBEAN AREA

Submitted by: Trinidad Seamen and Waterfront Workers' Trade Union
St. Lucia Seamen and Waterfront Workers' Trade Union

EMERGENCY RESOLUTION, INDIAN RAILWAYMEN

Submitted by: All India Railwaymen's Federation (AIRF), India