

ITF

REPORTS

1954-1955

AND

PROCEEDINGS

OF

VIENNA CONGRESS

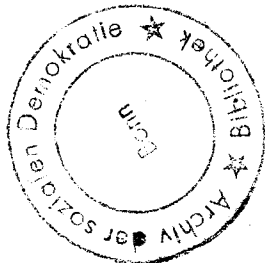
18-26 JULY 1956

INTERNATIONAL TRANSPORT WORKERS' FEDERATION
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PROCEEDINGS
of the CONGRESS of the
International Transport
Workers' Federation

held in the

Sofiensäle, Vienna,
from 18th to 26th July, 1956

AGENDA

1. OPENING AND WELCOMING ADDRESSES.
2. PRESIDENTIAL ADDRESS.
3. (a) Election of Credentials Committee.
(b) Election of Resolutions Committee.
4. STANDING ORDERS.
5. REPORT ON ACTIVITIES FOR THE YEARS 1954 AND 1955.
(a) General Activities.
(b) Regional Activities.
6. AMENDMENTS TO THE CONSTITUTION OF THE I.T.F.
7. FINANCIAL REPORT FOR THE YEARS 1954 AND 1955.
8. AFFILIATION FEES.
9. INTRODUCTION OF THE FORTY-HOUR WEEK.
10. COORDINATION AND INTEGRATION OF EUROPEAN TRANSPORT.
11. INTENSIFICATION AND EXTENSION OF ACTIVITIES IN ALL COUNTRIES
FOR THE PROMOTION OF FREE TRADE UNIONS.
12. RESOLUTIONS AND PROPOSALS SUBMITTED.
13. ELECTIONS:
 - (a) General Council.
 - (b) Executive Committee.
 - (c) Management Committee.
 - (d) General Secretary.
 - (e) Assistant General Secretary.
 - (f) Committee of Auditors.
14. HEADQUARTERS.
15. DATE AND PLACE OF NEXT CONGRESS.

PROPOSALS OF AFFILIATED ORGANIZATIONS

1. Transport of Arms

Considering that the situation in the Middle East is of critical importance for the stability of world peace ;

Considering that Egypt and other Arab States are feudal and backward countries, where there is no freedom of organization and even slavery still exists, and which are arming with the intention of attacking the free and democratic State of Israel ;

Considering that the supplying of arms and munitions to would-be aggressors, whether it is by Communist agents in Czechoslovakia or by private arms merchants in Belgium, is therefore a serious threat both to freedom and democracy and to the peace of the world ;

Considering that in such a situation transport, and especially transport by sea, is a crucial factor, and that transport workers, in the first place seafarers, are exposed to great peril in the pursuit of their callings ;

Considering that it has always been the proud tradition of the Transport Workers' International to do all in its power to help to protect freedom and democracy ;

This Congress

Calls upon its affiliated organizations to declare a boycott of all transports of arms and munitions intended for aggression, and

Appeals also to the I.C.F.T.U. and its affiliated organizations to take all possible similar action in defence of freedom and democracy.

Proposed by the Finnish Seamen's Union.

2 Atomic Energy and Automation

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

It believes that early consideration and constant vigilance requires to be exercised with a view to ensuring that adequate provision is made for workers affected by the displacement of manpower and to safeguard those whose training and experience unsuit them for any radical change in methods of working.

Congress further believes that the increased productivity resulting from the application of these new forces can bring manifold benefits, and that the response from organized labour will be conditioned by the degree that such benefits are shared by the community in the form of improved remuneration, increased leisure and also in lower prices for the consumer.

Proposed by the British National Union of Railwaymen.

3. Representation of Small Countries

In view of the possibility that, owing to the smallness of their numbers, groups of workers in small countries may be denied the opportunity of representation on certain occasions, this Congress is of the opinion that an attempt should be made to remedy the position.

It is particularly desirable that at each Congress all countries shall be represented, and that this principle be kept in view also in representation on committees and conferences.

In order that this principle may be as operative as possible, it is the view of Congress that every effort should be made to make special financial and other provision for countries and organizations which might otherwise be excluded.

Proposed by the Marine, Port and General Workers' Union of Ireland.

4. Increase in Affiliation Fees

This Congress decides that the scale of affiliation fees to the I.T.F. shall be increased by 15 per cent.

Proposed by the Belgium Transport Workers' Union.

5. Increase in Affiliation Fees

This Congress decides that the scale of affiliation fees to the I.T.F. shall be increased by 25 per cent.

Proposed by the Netherlands Seafarers' and Fishermen's Union.

6. Free Trade Unionism in Africa

Considering the interest taken by the I.T.F. in the emergence and encouragement of free trade unions in under-developed regions and the desire to extend the I.T.F.'s influence in these regions ;

Considering the growing importance of Africa in present-day developments and the urgent need to give assistance, similar to that already given in Asia and elsewhere, in organizing and educating the illiterate masses of this continent ;

This Congress expresses itself in favour of establishing a Regional Office of the I.T.F. for Africa and instructs the Executive Committee of the I.T.F. to study the matter and to give effect to this proposal as soon as possible.

Proposed by the Railway Technical Staff Association of Nigeria.

7. Establishment of I.T.F. Regional Office for West Africa

Having received reports on the activities of the I.T.F. in under-developed regions, with special reference to the need to give moral and material support to the young trade union organizations of transport workers which have come into being in countries like Nigeria and other parts of Africa,

This Congress recommends the establishment of an I.T.F. Regional Office for West Africa and the sending of an expert to tour the West Africa region and make proposals concerning further action, and

Requests the Executive Committee of the I.T.F. to study the possibilities of carrying this plan into effect at an early date.

Proposed by the Amalgamated Dock Workers' Union of Nigeria and the Cameroons.

8. Aid for Grenada Seamen and Dockers

Whereas 1956 is the year in which final steps are being taken by H.M. Government in consort with colonial governments in the British West Indies to bring about a Federated British West Indies ;

And whereas following the disastrous storm of September 1955 H.M. Government and the British people responded sympathetically to Grenada's needs in time of distress ;

And whereas Grenada is moving from recovery into rehabilitation ; and whereas there is urgent local need for a revitalizing spirit to enter into the hearts and lives of the people of Grenada if full and proper use is to be made of the gifts and loans so generously made by the British Government to the people of Grenada resulting eventually in a greater spread of wealth and thereby greater opportunities for workers to earn wages which would lead to improved standards of living ;

Be it resolved that the International Transport Workers' Congress mark the sixtieth anniversary of the foundation of the I.T.F. by voting a special grant of money to the Grenada Seamen and Waterfront Workers' Union for the purpose of acquiring union-owned premises from which to operate trade unionism and institute port welfare facilities for local, inter-colonial and international needs, such premises to be known formally as "I.T.F. Jubilee House, Grenada".

Proposed by the Grenada Seamen
and Waterfront Workers' Union.

9. Flight and Ground Duty Time Limitation

Whereas the overwhelming majority of air carriers have committed themselves to purchasing and operating jet aircraft and are presently operating or plan to operate turbo-jet aircraft, and

Whereas this new equipment introduces a completely new and revolutionary concept in the airline industry as the result of tremendous increases in speed, altitude, size of aircraft and technical development, and

Whereas the utilization of this new equipment renders present concepts of productive hours (ground duty time before and after flight, and actual flight time block-to-block) obsolete and meaningless, and

Whereas all industry in general has recognized the standard of eight hours per day for a considerable length of time, and in many countries the trade union movement has succeeded or is pressing for the reduction of the eight-hour day concept.

Therefore be it resolved that the I.T.F. establishes in the meetings scheduled July 1956, a universal standard objective for all affiliates to strive for and/or maintain a total of eight hours per each twenty-four hour period, ground and flight duty time for all crew members.

Be it further resolved that the I.T.F. recommends a united and determined effort be made to place in effect this resolution in collective bargaining with respective airline companies and on a legislative basis with proper governmental agencies.

That the above resolution be brought to the attention of all interested national, international bodies and governmental agencies.

Proposed by the Air Transport Division of the
Transport Workers' Union of America.

10. Information Services of Industrial Sections

Whereas one of the aims of the I.T.F. is "to defend and promote on the international plane, the economic, social and occupational interests of transit workers", and

Whereas when a strike has been called by an affiliate of the I.T.F., unless such strike is of considerable duration, generally the chief source of information concerning such a dispute (between publications of the I.T.F.) is the commercial press, and

Whereas such information is fragmentary and frequently inaccurate and biased, and

Whereas a need exists to promote a deeper understanding of the issues in a strike among members of affiliates not involved in the dispute but employed in the same industry.

Therefore be it resolved that the chairman of each appropriate section of the I.T.F., or the office of the General Secretary, advise the affiliates of that section with all possible speed of the pertinent facts with respect to a strike of any affiliate of that section, particularly where appeals for assistance on an international basis are anticipated.

Proposed by the Air Transport Division of the
Transport Workers' Union of America.

11. Air Safety Code of Ethics

Whereas the International Transport Workers' Federation continues to recognize the paramount importance of safety in the air and on the ground in the furtherance of air transportation and in the safety of the riding public and crew members.

Therefore be it resolved that the I.T.F. reaffirms its determination to struggle against any attempt by air carriers to reduce safety standards for economic or competitive considerations.

That the I.T.F. adopts the following standardized International Safety Code of Ethics for Flight and Ground Employees of all air carriers whose members are affiliate organizations of the Federation :

AIR SAFETY CODE OF ETHICS

All ground personnel employed by an air carrier shall not knowingly allow an aircraft to take off in an unsafe or not airworthy condition and shall make specific condition known to the flight crew members of that particular aircraft. Ground personnel shall file a complete report with his respective organization and proper authorities pertaining to any instances where the unsafe or not airworthy condition was not properly remedied prior to take-off.

All flight crew members employed by an air carrier shall not knowingly take off an aircraft unsafe or not airworthy and shall fully report on proper aircraft form any unsafe or not airworthy items or procedures during flight. Flight crew members shall file a complete report through his respective organization and proper authorities where proper remedial action was not taken which allowed the aircraft to continue to operate in an unsafe or not airworthy condition.

Be it further resolved that the above resolution be brought to the attention of all interested national, international bodies and proper governmental agencies in order that safe and uniform standards may be established and protected, and to recommend to all affiliates to take this and whatever action as may be deemed necessary to fully achieve the objectives and purposes of this resolution.

Proposed by the Air Transport Division of the
Transport Workers' Union of America.

12. Air Crew Complement

Whereas the Civil Aviation Section of the International Transport Workers' Federation, prompted by the desire to maintain at all times the highest possible safety standards in civil aviation, bearing in mind technical developments which are rapidly taking place and the constant adoption of new types of aircraft for commercial operation.

Whereas we note with concern that the crew complement regulations in force in various countries are of an unsatisfactory nature and that practices widely differ, having regard to the fact that national regulations of various countries are in many respects based on the recommendations of I.C.A.O., and that these recommendations are capable of a wide range of interpretation.

Whereas for the purpose of setting forth the united view on crew complement requirements for long-distance air transportation to the attention of all interested national and international bodies in order that safer and more uniform standards may be established, and to take such other action as may be deemed necessary to achieve this end.

Therefore be it resolved that the minimum flight crew complement requirements shall be as follows :

"PILOTS

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

"NAVIGATORS

That a flight crew member holding the appropriate flight navigator licences and acting in the sole capacity of flight navigator shall be carried, and that he shall be provided with a separate station and suitable instruments and apparatus.

On flights where a navigator is not presently carried, except where, after consultation between the appropriate authorities and interested bona fide organizations representative of the flying staff concerned, it is established that adequate ground aids do not necessitate the carriage of such member, a flight navigator crew member holding the appropriate flight navigator licence and acting in the sole capacity of a flight navigator shall be carried, and he shall be provided with a separate station and suitable instruments and apparatus.

"FLIGHT ENGINEERS

That a flight crew member holding the appropriate licence in the aircraft concerned and acting in the sole capacity of a flight engineer shall be carried, and he shall be provided with a separate station and suitable instruments and control apparatus.

On flights where a flight engineer is not presently carried, except where, after consultation between the appropriate authorities and interested bona fide organizations representative of the flying staff concerned, it is established that the type of equipment does not necessitate the carriage of such member, a flight engineer crew

member holding the appropriate flight engineer's licence and acting in the sole capacity of flight engineer shall be carried, and he shall be provided with a separate station and suitable instruments and control apparatus.

"FLIGHT RADIO OFFICERS

That a flight crew member holding the appropriate radio officer's licence and acting in the sole capacity of radio officer shall be carried, and he shall be provided with a separate station and suitable radio instruments and apparatus.

On flights where a radio officer is not presently carried, except where, after consultation between the appropriate authorities and interested bona fide organizations representative of the flying staff concerned, it is established that adequate communications do not necessitate carriage of such member, a flight radio crew member holding the appropriate radio licence shall be carried and he shall be provided with a separate station and suitable radio instruments and apparatus.

"FLIGHT ATTENDANTS

That a minimum of two flight attendants shall be required, and after consultation between the appropriate authorities and interested bona fide organizations representative of the flying staff concerned, it is established two flight attendants are inadequate, the appropriate additional flight attendants shall be carried."

And be it further resolved that the General Secretary of the I.T.F. submit the above resolution to the International Federation of Air Line Pilot's Associations for its concurrence and adoption to further implement the "Joint Statement on Crew Complement by I.F.A.L.P.A. and the I.T.F." adopted in the year 1955.

Proposed by the Air Transport Division of the
Transport Workers' Union of America.

13. Training of Dock Labour

In the light of the developing use of mechanization and varying systems of cargo-handling, this Congress is of the view that efforts should be made to standardize the training of dock labour.

In order to maintain the justification for insisting on reasonable wage rates for dock workers, the system of training which would establish their skill is of extreme importance.

This Congress calls for a coordinated approach by workers' organizations in this respect and urges the incoming governing body to arrange for appropriate measures to be taken to secure the views of affiliated organizations and to put such into effect.

Proposed by the Marine, Port and General
Workers' Union of Ireland.

14. Mechanization and Bulk Cargo Handling

Due to the ever-increasing usage of mechanical appliances in the process of cargo-handling, this Congress is of the view that the most serious consideration must be given by the representatives of dock labour to the potential effects of such on employment content. Whereas it is not

suggested that the worker should be opposed to the innovation of mechanized methods, they nonetheless should insist that the economic and financial advantages accruing from such should be shared by workers and employers alike.

This Congress is further of the view that the development of cargo-carrying containers for the purposes of bulk handling should be carefully watched by those protecting the employment of dockers, with a view to defending them against unnecessary and harsh reductions in employment content due to the nature of this transport conception.

Concerning both these factors, the Congress calls on the incoming governing body to promote interest and discussion in these matters and to invite the views of all interested organizations, and ultimately—if necessary—to formulate international policy concerning them.

Proposed by the Marine, Port and
Dock Workers' Union of Ireland.

15. Dieselization and Electrification of Railways

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

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

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

Proposed by the British National
Union of Railwaymen.

16. Grievances of African railway staff of Kenya

This Congress has received a report on the conditions of service of African staff employed on the railways of Kenya and on their treatment by the railway authorities.

The following are some of the matters to which attention is drawn :

SALARY SCALES—In spite of a recent investigation into salary structures, African railway staff continue to be paid wages which fall far short of an adequate standard, and to be denied the principle of equal pay for equal work which they have been advocating for the past quarter of a century. Regrading of staff carried out following the lodging of complaints has failed to bring any improvement in the existing discrimination.

MOSQUITO NETS—Complaints are also made of discrimination in connection with the issue of mosquito nets. African staff applying for mosquito nets are usually required to produce medical certifi-

cates and then issued with nets of poor quality, whereas other staff not only do not need to produce any medical documents but are supplied with the best type of mosquito nets. The same kind of discrimination occurs in connection with the issue of great-coats.

TRAVEL FACILITIES—Up till now very few Africans, less than ten per cent, are allowed second-class rail travel, let alone first class. Only employees with nearly thirty years of service have any chance of rising above Wage Grades XI and X and reaching the wage limit of £201 per year to qualify for second-class travel.

HOUSING—Repeated requests for more living quarters for African staff have been ignored. Consequently many staff are obliged to live in municipal houses at very high rents. Staff fortunate enough to be allocated quarters by the Administration are housed in shameful conditions, even married men having to share a room measuring 10 ft. by 10 ft. At times a man is not allowed to bring his wife from home and is liable to be fined a quarter of the monthly wage for doing so.

PENSION SCHEMES—Present pension schemes provide for the admission of African staff, but no provision is yet made in respect of widows and orphans. Provision of this kind does exist for staff of other races, and it is felt as a severe hardship and discrimination that African staff are not able to make provision for their wives and children in case of death.

APPEAL FACILITIES—Existing regulations do not allow of any employee making a direct appeal to the General Manager if he is dissatisfied with the reply received from the Head of Department. This is felt to be an injustice which should be remedied without delay.

PROMOTION PROSPECTS—Even in trades and industries where Africans have been employed for fifty years and more very few of them have attained to a supervisory capacity. Such positions are reserved to staff of other races only. In some shops even ordinary artisan jobs are reserved to Asians.

This Congress is strongly of the opinion that discriminatory treatment of workers doing the same job is both contrary to elementary principles of human justice and destructive of sound labour relations in industry. It expresses its warm sympathy with all African workers in their desire for a reasonable standard of living and equality of treatment and appeals to employers and administrators in underdeveloped regions to consider their claims in a spirit of enlightenment and generosity.

Proposed by the Railway African Union.

17. Refugee Seafarers

This Congress has received a report from the Seafarers' Section of the I.T.F. on the tragic plight of large numbers of seamen who are stateless as a result of having fled from countries under Communist control or of other circumstances for which they are not to blame. Many of these seamen are unable to leave ships in which they serve because they lack the necessary legal papers and sometimes they are the victims of exploitation because they are compelled to accept lower pay and poorer working conditions than seafarers who change their jobs freely.

This Congress expresses its warm appreciation of the efforts made by international agencies such as the United Nations High Commissioner for Refugees and the Joint Maritime Commission of the I.L.O. to come to the aid of these unfortunate seamen, and notes with particular interest the initiative taken by eight maritime states—Britain, Belgium, Denmark, France, West Germany, the Netherlands, Norway, and Sweden—to arrive at an intergovernmental agreement under which these seamen would acquire countries of residence where they can receive travel documents and certain legal protections accorded to the other refugees.

This Congress hopes that these efforts may be continued until the objective is reached and appeals to the seafarers' unions affiliated with the I.T.F. to use their influence with their respective governments as much as possible in order that a solution may be found to the problem of stateless seamen when the discussions between governments are resumed in December this year.

Proposed by the Polish Seafarers' Union.

Wednesday, 18th July, 1956

Morning Session

OPENING CEREMONY AND FRATERNAL ADDRESSES

The President (Brother Hans Jahn, Acting President of the I.T.F.) declared the Congress open at 11 a.m. Following a short musical programme given by the Philharmonic Orchestra of Lower Austria, the President called upon Dr. Adolf Schärf, Vice-Chancellor of Austria, to address the gathering.

Dr. Adolf Schärf (Vice-Chancellor of Austria) : Ladies and Gentlemen, it is a particular honour for me to have the opportunity of welcoming to Vienna, in the name of the Socialist Party of Austria, this the Twenty-Fourth Congress of the International Transport Workers' Federation.

Since its foundation sixty years ago, the International Transport Workers' Federation has not been a mere mechanical or purely organizational grouping of trade unions from various countries. The I.T.F. in fact has always been a very special spiritual force, a particular power not only in the trade union movement but in the whole world Labour Movement. We know that often in the past it has not been satisfied with approaching world events from a purely trade union point of view and that, repeatedly, at important junctures in recent history it has supported the demands of humanity in general as well as demands aimed at the progressive development of society.

Because their vision extended far beyond the narrow bounds of sectional interests, the men of the I.T.F. have assumed an importance outside their own countries, one which has been of particular significance for international Socialism. In this connection, we think of Ernest Bevin, who was known to many Austrians for his trade union activity, of Edo Fimmen, and of the part which they, together with many others in the international Labour Movement, played in the period between the wars.

When, after the second world war, I visited London as the first Austrian to be so invited, I was able to have discussions with Ernest Bevin, the man who achieved such an important position as a result of the development of the British Labour Movement and during whose period of office the fortunes of the Great British Empire took a decisive turn. When I met Bevin on that occasion, his first thought was to ask after the fate of a number of Austrian comrades whom he knew from his work in the I.T.F., in particular August Forstner.

These first discussions between an Austrian and a former official of the International Transport Workers' Federation immediately established a bridge ; after the years of oppression in Austria, after the years of foreign domination, they created a link between ourselves and the British working class. For Austria the result of that conversation with Ernest Bevin, that intelligent and far-sighted man, was a noticeable amelioration of the occupation régime, an amelioration which was to be of great significance not only for the future of our country but for that of the Austrian workers' movement. Of all the peoples of the world, we

Austrians have probably had the greatest experience of the sympathy and friendship which was shown to us following the second world war by the trade union movement and we well appreciate the significance of the understanding and sympathy shown to us by leading men of the trade union movement who had entered the political field and who played such a rôle in shaping the fate of the post-war world.

Many of the great names from the period which preceded both the first and second world wars are now no more. We know that they acted not only on behalf of their fellow workers, not only for their own country, but, what is more, for the peoples of the whole world. We Socialists in Austria owe them a great debt of gratitude. Our party, the Austrian Socialist Party, is happy that a Congress of your organization is now taking place once again in Vienna after a period of thirty-four years and we trust that the spirit which has guided the International Transport Workers' Federation during the last sixty years will be maintained. We wish your deliberations all success. [*Loud applause.*]

The President: I would like to thank Dr. Schärf for his heartfelt words of welcome. We can assure him that the spirit of the I.T.F. remains unchanged.

I now call upon Mr. Franz Jonas, the Lord Mayor of Vienna.

Mr. Franz Jonas (Lord Mayor of Vienna): Mr. President, Congress delegates, and friends! This is the third time that the capital of Austria has had the honour of welcoming the Congress of the International Transport Workers' Federation. Your first Congress here, in the year 1908, took place when Vienna was the capital of the multi-national and still semi-feudal Danube monarchy. Your second was held in 1922, in the bitter period following the first world war, during which the young Austrian Republic was struggling for its very existence and had to fight hard to defend the democratic freedoms and social progress which it had but recently won.

Looking back, we recall with gratitude the valuable support which our young State received from the I.T.F. We do not forget the transport of foodstuffs to Austria, organized by your Federation, nor yet the boycott against Horthy Hungary, which played no small part in realizing Austria's claim to what is now known as Burgenland, the former German West Hungary.

This ready solidarity shown by the I.T.F. was especially symbolized by its then General Secretary, Edo Fimmen. I regard it as a debt of honour to pay tribute to that steadfast pioneer fighter and to underline the achievements which have been made since then by the International Transport Workers' Federation in the struggle against every form of economic exploitation and political repression, particularly against Fascism, in so many countries.

Despite passionate resistance by its workers, our country, too, fell victim temporarily to dictatorship and, as a result of the second world war, was plunged into untold misery. Since then, however, by sheer effort and undeterred by a foreign occupation which lasted more than ten years, we have succeeded in rebuilding what was destroyed by war. Political democracy, as the State expression of the doctrine of personal freedom, has been more firmly established in our country than ever

before ; our external independence has been regained ; the economic bases for well-being and cultural progress have been laid ; and, finally, our sorely tried country has been developed into a Social State which can boast of notable achievements.

We are thus able to proudly welcome this third Vienna Congress of the I.T.F. as free men in a free country.

Sixty years have gone by since the seafarers' and dockers' trade unions joined together in the I.T.F. and thereafter united with the workers in the other branches of the transport industry. Your present Congress thus coincides with a jubilee celebration, a jubilee on which I would like to congratulate you most heartily in the name of our city. May this Twenty-Fourth Congress of the International Transport Workers' Federation represent a milestone on the road which will bring us ever nearer to the ideal of a human race, finally freed from want and fear. We Viennese are proud to be able to provide a worthy setting for your Congress and we welcome you most heartily to our capital.

[Loud applause.]

The President : On behalf of the Congress I should like to thank Lord Mayor Jonas for his kind words. We will always remember them.

Now I would like to call upon Brother Franz Olah, Vice-President of the Austrian Trade Union Federation, to address the Congress.

Mr. Franz Olah (Vice-President, Austrian Trade Union Federation): Congress delegates, dear colleagues ! In the name of the Austrian Trade Union Federation I bring warm greetings to the Congress of the I.T.F. I bring you the best wishes of all organized Austrian workers : there are in our country 1,400,000 people whose interests are safeguarded by our Trade Union Federation.

We are both proud and honoured that you are once more holding a Congress, after so long an interval, in our country and in our capital. As you all know, Austria is now, following a long struggle for liberation, free from foreign tutelage and from any form of internal repression. Having overcome their most serious economic difficulties, the working people of Austria can now turn once again to their basic task : that of improving the standard of living of the working people and of re-establishing their social right more firmly than ever before. That is what we are now trying to do, although we still have many difficulties to overcome.

At this time we would like to recall with gratitude the tremendous help and support which we have always received from the free international trade union organizations. During the period of oppression when we were without freedom, in the dark hours when violence reigned in our country, when there was no freedom of thought or of action, the knowledge of that international solidarity was for us a source of inspiration and hope. After 1945, during our period of greatest economic need and the military occupation of our country—an occupation against which we organized workers had struggled from the very first day, as we have against all forms of military or alien domination—we received strong support from our friends in the international trade union movement. The assistance which we have received and the great moral support which has been forthcoming from the workers of the whole world have, together

with the innate strength and tenacity of the Austrian working class itself, enabled us to win back our freedom.

That is why today we are proud that we can welcome you as a really free trade union movement in a free country. We hope that the International Transport Workers' Federation will remain what it has always been, a powerful instrument of the international working-class movement which has always made its voice heard and its strength and influence felt whenever and wherever working people have been oppressed.

May its strength continue to grow and may it contribute to progress along the road towards an all-embracing international trade union association of all the world's workers. May it help to make possible further progress in the struggle for the liberation of all workers.

On behalf of the Executive Committee and Presidium of the Austrian Trade Union Federation, I welcome all who are attending this Congress and wish you not only a pleasant stay in our country but also every success in your deliberations. [*Loud applause.*]

The President : We would like to thank you, too, dear Brother Franz, for your encouraging words. The organizations affiliated with the I.T.F. will remain imbued with the spirit of which you have spoken and will successfully conclude their struggle for peace, freedom, and well-being.

Now I would like to invite our old friend Freund to address you.

Richard Freund (President, Austrian Railwaymen's Union): Mr. President, delegates and guests, it is for me a very special honour to have this opportunity of welcoming you in the name of both the Commercial and Transport Workers' Union and of the railwaymen of Austria.

Thirty-four years have passed since the last Congress of the I.T.F. was held in Vienna, a Congress attended by our unforgettable friends Edo Fimmen, Mahlmann, Bevin, Tomschik, and many others who are no longer with us. To Bevin in particular we are especially grateful, for he was one of the strongest advocates of Austrian freedom.

The Congress which is beginning today is especially important because it can look back on sixty years of successful work by the I.T.F. on behalf of its affiliated unions.

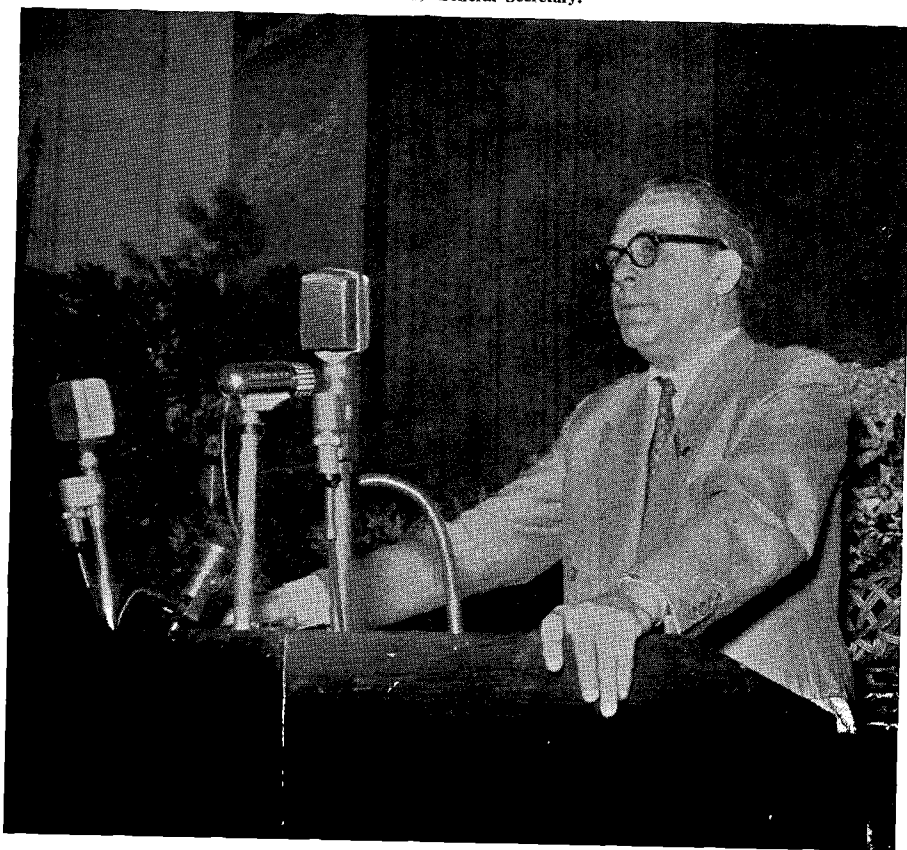
A great transformation has taken place during those six decades. The transport employees, once exploited and devoid of rights, have become equal partners in a new order of society, one in which the working man exercises, both nationally and internationally, a decisive influence on social and economic development. That this has been made possible is in no small measure due to the I.T.F., which has always stood at the side of its affiliated unions and assisted them, both morally and materially, in their struggle for improved working and living conditions.

We in Austria have had particular reason to know the value of international solidarity, for we were engaged in a bitter underground struggle against an overwhelmingly superior opponent for eleven years. We were only enabled to win this struggle because we could depend on the help of the I.T.F. It is true that the help could not prevent many of our brave fighters from falling in the struggle for freedom and democracy but we were nevertheless sustained by the knowledge that we were not alone.



H. Jahn, President.

O. Becu, General Secretary.



And then came the hour of liberation. Again it was the I.T.F. whose aid enabled us to re-establish international links and to recreate our trade unions. We would like to thank the I.T.F. for that help today and give an assurance that we will cooperate wholeheartedly within our world-wide organization in the struggle for freedom and democracy.

We know that what has already been achieved does not mean that the I.T.F. has solved all its tasks. A glance at the Congress agenda demonstrates that we are facing a number of extremely difficult problems. As a result of the enormous technical progress made throughout the transport industry, we will be forced to seek new ways for its workers to adapt themselves to changed economic and social circumstances. We are convinced that by common effort the I.T.F. will succeed in mastering all these problems and that the decisions which it takes will guide its affiliated unions.

We are prepared within the limits of our modest resources, to support wholeheartedly the efforts of our International to achieve its aims. And we will achieve them, provided that peace is maintained in the world, so that the peoples can live and work in freedom and democracy.

It is in this spirit that the transport workers and railwaymen of Austria wish the Congress all success and welcome its delegates to a free Vienna and a free Austria.

But, in addition, we hope that the delegates will have a pleasant stay in our country and that they will have an opportunity, despite the volume of work which awaits them, to observe for themselves the constructive efforts of the Austrian people. When you return to your own countries after the Congress we would like you to convey to your organizations and their members the heartfelt greetings of the Austrian transport and railway workers. [*Loud applause.*]

The President : To you, too, dear Richard, our heartfelt thanks. The greetings of our Austrian colleagues will be gladly accepted all over the world.

We have now come to the conclusion of the addresses of welcome and the next speaker will be the man who is talking to you now—his name is Hans Jahn. [*Laughter and loud applause.*]

PRESIDENTIAL ADDRESS :

Delegates and Friends ! It is a very great pleasure and privilege for me to welcome you all, in the name of the Executive Committee and General Council of the I.T.F. to this beautiful city of Vienna the capital of Austria.

The combination of time and place of this Congress, the twenty-fourth in the history of the I.T.F., is symbolical in the highest degree.

Wherever in the world people gather to spend hours of enjoyment and relaxation there are sure to be heard those immortal melodies whose composers lived here in Vienna.

Who does not know the names of Beethoven, Mozart, and Johann Strauss, whose works have made Vienna the famous city she is ?

Who can resist the magic of those enchanting tunes which Johann Strauss bequeathed to humanity ?

It is true what the song says about Vienna, city of our dreams :

“Wien, Wien, nur du allein, sollst stets die Stadt meiner Träume sein !”

Whenever the name of Vienna is mentioned men are reminded of stirring periods in history.

For Vienna, beautiful and beloved among the great cities, has always attracted those whose ambition was to re-fashion the political and social shape of the world.

This is true of all phases of human history ; it is particularly true of the development of the modern labour and trade union movement. Vienna is, in this respect, of the very substance of history. The older ones among us can bear witness to it. To them Karl Kautsky, Victor Adler, Karl Renner are not mere names, but historical facts.

A list of the great names worthy of remembrance would be very long.

Permit me to single out two personalities who are alive today and who are honoured, not only by their own people, but by the labour and trade union movement of the entire world. They are : the present President of the Federal Republic of Austria, Dr. Körner, and our old friend and trade union colleague Karl Weigl. Let their names stand for all those to whom, on this day and in this place, I would in the name of the I.T.F. render our deep respects and grateful thanks for their life-long and fruitful devotion to the cause of the working people.

The Austrian people, the workers of Vienna and their heroic struggle against reaction, Fascism and every form of oppression and tyranny, need no special mention. Their battles, their sacrifices and their triumphs are indelibly engraved in the hearts of all freedom-loving people in the world.

We have always had the deepest admiration for the Austrian workers and their great courage and are profoundly happy that our Congress is being held in their country and in this of all cities.

It is the third Congress of the I.T.F. to be convened in Vienna since the I.T.F.'s foundation. But before I devote a few words to the past, there is something I specially want to say to Congress.

To me has fallen the great honour of opening this Congress. It is my duty to observe that I am acting as the successor of him who was taken from us, far too early, in May last year, our late friend and colleague Arthur Deakin. We all bow in deep sorrow for this giant of a man, whom it was not to be given, fitting climax though it would have been to a life of dedicated service, to testify here at this Congress to the work of the I.T.F., whose welfare and progress were so close to his heart. By his premature death the International Trade Union Movement lost one of its best men, the British Transport and General Workers' Union a brilliant General Secretary, the I.T.F. a great and inspiring President, and all of us a good friend and comrade. The gap which his death leaves in our ranks is difficult to fill.

During the period that lies behind we lost many another good friend :

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

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

Gordon Reed Clutterbuck, who as Translator/Interpreter, for 33 years served the I.T.F. loyally and devotedly. He died on 15 October 1955 at the age of 69.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Daniel Tobin, former President of the International Brotherhood of Teamsters. Died on 14 November 1955 at the age of 80.

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

All these men devoted their lives to the service of our cause. They lived, suffered and fought for it. In the building of our proud organization, internationally and nationally, they had their part. In pledging ourselves to continue their work in their spirit we shall make ourselves worthy of their heritage.

[*The delegates then stood in silent tribute.*] Thank you. . . .

The death of Arthur Deakin required me to step into the breach and to undertake the duties of Acting-President of the I.T.F. for the remainder of the period of office. I have tried, in spite of an interruption caused by a serious illness, to do so in his spirit and to the best advantage of the I.T.F. If I have succeeded in this, it is only thanks—I should like to say this with special emphasis—to the devoted and tireless work of our General Secretary, Omer Becu, and his staff at the Head Office and Regional Offices of the I.T.F.

I turn now to the very pleasant task of welcoming the distinguished visitors and guests of honour at this Congress. I extend a cordial welcome to :

Dr. Adolf Schärf, Vice-Chancellor of Austria ;
Dipl. Ing. Karl Waldbrunner, Minister of Transport and Electricity ;
Mr. Franz Jonas, Mayor of Vienna ;
Hofrat Dr. Maximilian Schantl, Managing Director of Austrian
Railway ;
Mr. Karl Meisl, President of Viennese Chamber of Labour ;
Mr. Josef Fuchs, President of Chamber of Labour of Lower-Austria ;
Mr. Vinzenz Übeleis, Former Minister of Transport ;
Representing the British Embassy in Vienna : Labour Attaché, Mr.
R. O. Barritt, and his Assistant, Mr. J. Greenwood ;
Representing the International Labour Office : Mr. D. Blanchard.

Present as fraternal delegates are :

J. Christensson, of the Scandinavian Transport Workers' Federation,
who is also an official delegate of the Swedish Transport
Workers' Union.
D. Follows, of the International Federation of Air Line Pilots'
Associations.
R. A. Banqueiro, of the Argentine Maritime Federation.
F. Bialas, of the International Centre of Trade Unionists in Exile.
Representing the International Confederation of Free Trade Unions,
our dear friend Oldenbroek.
Representing the Austrian Federation of Trade Unions : Mr. Franz
Olah, Vice-President of Ö.G.B.

The guests were welcomed by Congress with applause.

You will appreciate that having welcomed our official guests and fraternal delegates, I take pride and pleasure in addressing a special welcome to our guests of honour, those old stalwarts who have dedicated their whole lives to our cause and who are here to participate with us in this Jubilee Congress.

First and foremost I greet among this company our old friend and comrade Charles Lindley of Sweden, sole survivor of those who founded the I.T.F. sixty years ago. There has scarcely been an I.T.F. Congress at which he was not present. In spite of his ninety years, he has not allowed this one to pass without his presence. Charles Lindley is truly the Nestor of the I.T.F. From 1896 to 1946 he served the I.T.F. loyally and steadfastly as Member, Vice-President, and President of the Executive Committee. We paid special tribute to him on the occasion of the Stockholm Congress, four years ago. Today it is again a great pleasure to welcome him, as fit and alert as ever, here in Vienna.

May he be for many years yet a source of happiness to his family and a shining example and symbol to us of a life of endeavour and service to the cause of working people.

With feelings of equal joy and comradeship I greet too our other veteran comrades :

Karl Weigl and Richard Freund, of Austria ;

Johann Brautigam, G. Joustra, F. Landskroon and L. Veenstra, of Holland.

Our friends Robert Bratschi of Switzerland and J. Jarrigion of France have advised that they are not able to attend, but they send the Congress their warmest greetings and good wishes. The Executive Committee proposes that messages be sent reciprocating them most heartily.

Friends ! It is a great pleasure to welcome you all to this Congress on behalf of the I.T.F. May your devotion to the cause of trade unionism be an inspiration to us.

The first Congress of the I.T.F. in Vienna, which was the sixth in its history, took place here in the Chamber of Trade and Commerce of Lower Austria in August 1908.

To that Congress 21 organizations had sent altogether 47 delegates, of whom 16 were Austrians.

Among them were Josef Tomschik, Vilém Brodecký, Rudolf Weigl and August Forstner.

Among the others present at that gathering of international transport workers' representatives were Johann Döring, Karl Seidl, Chr. Mahlman, James Sexton, Charles Lindley, Andrew Furuseth and Ben Tillett, who represented the Australian Seamen as well as the British Dockers.

An interesting sidelight was the fact that two delegates attended the Congress anonymously : "FK" of the Railwaymen's Union of the Orient Express Line of Bulgaria, and "Alexander" who represented the workers of the Riga-Orel Railway.

In addition, there were present delegates from various countries which today are no longer represented in the I.T.F. : Czechoslovakia, Hungary, Bulgaria and Russia.

At that time the headquarters of the I.T.F. were in Berlin under the leadership of Hermann Jochade, who was murdered by the Nazis in 1938.

The I.T.F. then had 44 affiliated unions in 18 countries with a total of about half a million members.

Among the principal problems which preoccupied the 1908 Congress were the following :

Large-scale use of foreign strike-breakers in labour conflicts in the maritime industry ; international action taken by shipowners and measures to be taken by the I.T.F. to foil it ; action to be taken by railwaymen in the event of strikes by groups of transport workers ; a resolution protesting against anti-trade-union measures by the Hungarian Government, particularly against railwaymen and other transport workers who had been robbed of their freedom of association.

Great amusement was caused by a proposal made by the Italian delegate, Ottini, which ran as follows : "International proceedings are extremely laborious owing to the need to interpret into three, four, or even five languages. This costs a great deal of time and makes the discussions very tedious. At future congresses arrangements should be made to conduct the discussions in one language. To this end delegates should be selected having the necessary knowledge of languages."

That proposal, however, raised a real problem, which today thanks to technical progress has happily been very largely solved.

Fourteen years later, in October 1922, the second Vienna Congress of the I.T.F. was held at the Chamber of Trade and Industry. This time there were 99 delegates from 29 organizations and 16 countries, representing a total I.T.F. membership of 2,450,000.

Among the delegates were again great names in trade union history : Bevin, Döring, Forstner, Brautigam, Brodecký, Gómez, Jochade, Lindley, Mahlman, Tillet, Tomschik, Karl and Rudolf Weigl.

The Congress met at a period when the labour movement in most countries was under an evil star. In Estonia, Finland, Greece, Hungary, Latvia, Lithuania, Rumania, Yugoslavia, reactionary Governments had seized power. In Italy the Fascists had just seized power, and in Hungary the White Terror was at its height.

It was at this Congress that the unforgettable Edo Fimmen, speaking on the international situation, denounced the conditions prevailing in those countries, where, he said, the labour movement was being persecuted "in one country with powder and shot and in others with all the rigour of the law". He continued : "Every one of the promises, both political and economic, in the so-called Peace Treaties of Versailles, St. Germain or whatever other name they have, have turned out to be idle words. Even the peace which followed the war which was to end all wars is a hollow farce.

"In Hungary, France and Germany, conferences have been held between Fascist leaders from Italy and prominent reactionaries in these countries, with the object of organizing a frontal attack on the Labour Movement.

"The promised eight-hour working day has been sabotaged wherever possible, and the promised social legislation either has not been introduced, or, where introduced, has been evaded and diluted.

"In all countries and in all trades, the attack on wages is in full swing. Reductions of 10, 15, 20, 25 per cent, and even more, are the order of the day in all branches of industry, and not least in those represented at this Congress."

The Twenty-fourth Congress of the I.T.F. which opens today—the third to be held in Vienna since the foundation of the I.T.F. in 1896—has likewise the task of defining where the I.T.F. stands on the political, economic, and social issues of the day. That it will again acquit itself of its task I am convinced.

Sixty years have elapsed since the foundation of the I.T.F. On the occasion of this Congress therefore we are also celebrating the Diamond Jubilee of the I.T.F.

I do not want to anticipate the Report of the General Secretary. But I know he will allow me to refer briefly to the growth of the I.T.F. At the end of 1955 there were 143 organizations in 48 countries, with an aggregate membership of 4,914,137, affiliated with the I.T.F. It is interesting to note the new affiliations since the beginning of the year: 16 unions in 12 countries, with a total of more than half a million members. These bring the number of affiliated unions and countries up to 159 and 53 respectively and total membership to about 5,460,000. Some 260 delegates and observers have been announced to represent this membership at this Congress.

These figures indicate better than a lengthy exposé how the I.T.F. has grown and prospered since the year 1896. They are at the same time a measure of the power which the I.T.F. as the world organization of transport labour represents today. To enlarge on this for the period that lies behind us is the job of our General Secretary, Omer Becu.

From a historical point of view, however, allow me to remark that the growth and prosperity of the I.T.F. are proof of the far-sighted vision of the small but resolute band of men—one of them, our friend Charles Lindley is among us today—who believed in the possibilities of international action at a time when trade union organization was still in its infancy in most countries.

The I.T.F. is about the only international trade union organization which can look back upon such a long and virtually uninterrupted past. It preceded the general international trade union movement by many years, the International Federation of Trade Unions was not founded until 1913.

That the I.T.F. kept going and did good work is to the everlasting credit of the men who took the helm and succeeded in overcoming the heavy odds against the survival of an international organization.

No less is the merit of the member-organizations of the I.T.F., who were staunch in their faith in the Federation and remained loyal to it in the most adverse circumstances.

The I.T.F. was from the beginning conscious that the future expansion of its sphere of activities and its membership would depend upon the extent to which it succeeded in attracting the workers of the extra-European regions, Asia and Africa, North and Latin America, the Middle East, the Far East and the Caribbean Area, etc.

The vision of the founders of the I.T.F., is revealed by the fact that, as early as the year 1896 the I.T.F. sent an organizer to the U.S.A., in the person of Edward McHugh, who founded the longshoremen's movement in New York.

But in spite of persistent efforts, it was only after the Second World War that this work was taken up more systematically and began to show results.

This is reflected in the number of organizations which have joined the I.T.F. since then. Many indeed are the new countries and regions now represented within the I.T.F.

Another important aspect of the activities of recent years, especially the past two years, are the relations established and cultivated with unaffiliated organizations in many parts of the world. Promising contacts have been established with the few remaining unaffiliated organizations in Europe. Most of the new contacts, however, are with trade unions in Asia, Africa, America and Australia.

It is gratifying to say that there are excellent prospects of a high proportion of these organizations joining the I.T.F. in the near future and thus strengthening its position in many parts of the world.

As a logical corollary of the evolution described the scope of the regional activities of the I.T.F. has been considerably broadened, resulting in the opening of two new regional offices in 1955.

The establishment of the first, the Asian Office of the I.T.F. in Tokyo, was in direct pursuance of a resolution adopted at an Asian Transport Workers' Conference held under the auspices of the I.T.F. This conference, the first of its kind, took place in April 1955 in Tokyo. It was attended by 39 delegates from 26 Asian organizations (of which 19 were not affiliated with the I.T.F.).

It marked a major step forward in the work of the I.T.F. in Asia, as the delegates who attended represented the interests of more than a million Asian transport workers. One result of the conference was to open the way to holding more conferences of this kind in the future.

The office which has been opened in Tokyo, provisionally under the direction of Brother Soares of Bombay, is already performing useful work and is destined, we hope, eventually to develop into a regular sub-secretariat of the I.T.F.

The second regional office which has been established serves the Latin American region and dates from April 1955.

Our deepest gratitude for the establishment of the new regional office is to our deceased friend Trifón Gómez. Right up until just before his death, which came as a cruel shock to us, he devoted all his time, all his strength and all his experience to completing the preparations for the establishment of this secretariat.

On long and arduous journeys across the Latin American continent Gómez visited the local trade unions and persuaded them of the need for a central point from which to coordinate their efforts to raise the living and working conditions of their people. As the activities of the new office unfold we reap the fruits of Brother Gómez' efforts. The results of our work in Latin America will be the finest monument we can raise to the memory of a man for whom the transport workers' trade union movement was the main object of his life.

The stepping up of the regional activities of the I.T.F. is reflected also in one of the proposals of the Executive Committee for amending the Constitution. The effect of this proposal would be to enlarge the

Executive Committee by members drawn from the extra-European countries and regions, with the aim of adapting the structure of the Executive Committee to the present-day geographical composition of the I.T.F. membership.

Especially valuable for the work of the past two years were a series of highly successful international solidarity actions in support of affiliated organizations engaged in conflicts.

Two of the most impressive were undertaken on behalf of unions in the civil aviation industry, the youngest section of the I.T.F. The first occurred in March 1955 in response to a call from the German Union of Public Service and Transport Workers. It asked for the help of the I.T.F. in breaking the deadlock which had been reached in negotiations with the German Lufthansa on the salary scales of flying staff. This action, during which we were able, by means of an intensive press campaign, to draw the attention of world opinion to the attempt of Lufthansa to operate by cutting salary standards, ended in a complete trade union victory.

The second, equally successful, action was undertaken between July and October 1955 in support of employees of Flying Tiger Airlines, who were members of the I.T.F.-affiliated International Association of Machinists of America. The satisfactory result eventually achieved was largely due to the sympathetic action promised and taken by several unions, both affiliated and unaffiliated.

One of the most spectacular sympathetic actions ever witnessed was undoubtedly that conducted against the Communist Polish-flag ship "Hel", to assist the I.T.F.-affiliated Polish Mercantile Marine Officers' Association in Exile. It concerned a claim for war bonus payments which had been promised to Polish merchant seamen who served in exile but had not been paid. By the detention of the "Hel" in the port of Antwerp for six weeks and the successful prosecution of the case in the Belgian courts the Polish authorities were compelled to give way. A settlement was obtained which gave almost complete satisfaction to the Polish seamen. The principal rôle in this action was played by the I.T.F. and its affiliated dockers' and seafarers' unions. Thus a truly remarkable victory was won over the Government of a totalitarian State.

There were a number of other cases in which the I.T.F. alone or in conjunction with other sections of the international trade union movement, took sympathetic action on behalf of affiliated and unaffiliated unions engaged in conflicts with employers or authorities. In this connection I may mention :

- the strike in the Omi spinning mills of Japan ;
- the strike of the United Mine Workers of Curaçao ;
- the strikes of Danish and Estonian seamen ;
- the strike of Icelandic fishermen ; and
- the general strike in Finland.

By taking sympathetic action on behalf of workers in other countries, especially in underdeveloped countries, the I.T.F. fulfills one of the primary tasks laid down in its Constitution. The law of solidarity is

fundamental to trade union life. We obeyed it in every case where a justified appeal for aid was made, whether it was in Europe, in Asia, or Africa or anywhere else.

At the focus of I.T.F. work has always been the fight against Totalitarianism and Dictatorship in any shape or form. That was so in the past, it will be so in the future too.

At the London Congress the late Arthur Deakin pointed to the anxiety caused by the international situation and voiced the general hope that there would be a relaxation of tension between the Free World and Soviet Russia.

Since then two years have passed. Two years of hope that peace would finally be assured in the world.

Though in the course of time we have learned to be cautious, we nevertheless note hopefully every sign of political detente. We therefore share the joy of our Austrian friends that their country has regained its sovereignty, and that the Austrian people are once again in full possession of democratic rights and liberties.

To this extent it seems to me that Arthur Deakin was right in his hope that the international situation would improve.

But on the other hand we know that an essential condition for an enduring world peace, the re-unification of Germany, remains unfulfilled.

Germany is today, eleven years after the war, still split into two halves. All the efforts of the German Government and the Western Powers, all the sacrifices made by the workers of East Berlin and the Soviet Zone of Germany in the revolt of June 1953, have proved of no avail in this regard.

We know that, in spite of ruthless oppression, the flame of freedom still smoulders in the hearts of the enslaved people of the Soviet Zone and that they long for the restoration of democratic rights.

This Congress should once more proclaim its feelings of profoundest sympathy with the people behind the Iron Curtain. It should do this with the greatest emphasis, especially having regard to the events which have taken place recently in Soviet Russia and its satellite States.

June seems to be a particularly critical month for Communist dictatorships. The date of the revolt of the workers in the Soviet Zone of Germany and Berlin, 17 June 1953, will always remain a glorious page in the history of the labour movement. So also will the revolt of the Polish workers in Poznan which took place in the last days of June this year and could only be quelled by the ruthless use of military force and the destruction of human life. Railway and transport workers again played a key part. The general strike started in the "Stalin" locomotive and carriage works in Poznan and spread from there to the whole city and neighbouring districts. The heroic revolt, however, was drowned in blood, and I would like to ask Congress to rise in honour of those who died so bravely. *Congress then stood in silence.* Thank you. The rising was a sign of ferment now prevailing in the Communist countries.

We must watch these developments carefully, even though we know that the destruction of the Stalin legend and all the propaganda, accusations and revolting self-criticism surrounding it, portend no change in the basic principles of Soviet policy. The reactions of some politicians recently have struck us, to put it mildly, as premature.

We shall only be able to believe in a genuine change of heart on the part of the Soviet rulers when words have been followed by deeds to prove beyond doubt that the promises and assurances given are more than mere manoeuvres.

All we can see for the time being, on a sober appraisal of the situation, is that the confusion concerning the interpretation of their acts by the Free World is being exploited by the rulers of the Kremlin in order to continue their old policy in a new guise.

No one should be blind to this, least of all politicians and statesmen. The free trade union movement may be considered as immune to such tactics. We should carefully note the approaches made to the free trade unions and socialist parties in all countries because of the serious danger that some people may be taken in by the new line which the Moscow rulers have been plugging of late.

Many will make the mistake of believing that the policy and strategy of the Communists have fundamentally changed. I therefore think it is well to recall the words spoken by Edo Fimmen at the Vienna Congress of 1922, words which in my opinion are as valid now as they were then : "In Russia, the country where the proletariat exercise a so-called dictatorship, but where in reality there is a dictatorship over the proletariat, political freedom exists only for those who fully subscribe to the views of the coterie holding the reins of government."

What is needed is more than an exposure of a legend, which in any case was only believed by Communists, before we take their assurances of good faith at their face value. We must not forget that in the Soviet Union, be it ruled by a Lenin, a Krushchev, or a Committee, the workers are no more free than they were under the rule of Stalin.

A happy chapter in world events was the collapse of one of the most odious and fraudulent dictatorships of modern times, the régime of Perón in Argentina. The disappearance of Perón from the scene and the restoration of a democratic régime resulted in a dramatic revival of free trade unionism in this country, one of the biggest and most influential in the Latin American region.

The Argentine trade unions, whose loyal support of the I.T.F. dates back very many years, have regained their freedom of action and promptly used it to rebuild their organizations and plan real social progress. We may confidently hope that the end of a Fascist dictatorship in this very important part of South America will have its effects in other countries still under the yoke of tyranny and oppression.

Another hopeful indication of a further expansion of the international trade union movement into comparatively unpenetrated areas of the world may be seen in the development of workers' organizations in the countries of Asia and Africa.

At the same time it has to be noted with regret that there is apparent in certain circles a tendency to establish a separatist workers' movement for Asia. This tendency contains the seeds of a serious danger. Owing to its present comparatively weak condition the Asian workers' movement is highly vulnerable to Communist infiltration. The Communists are well aware of this and are striving with all their might to gain a hold over the workers of the new Asian countries and the dependent territories.

Our brothers in Asia and Africa are in urgent need of help to build their trade unions and to make them strong enough to take their place as equal partners in the international family of free labour. But let them beware of accepting help from those who we know from experience have but one purpose: to condemn the workers of the world to communist domination.

We shall spare no effort to expose and warn against this danger. We shall in particular, not hesitate to act when help is needed to assert basic democratic rights, to ensure that freedom and social justice prevail.

During the period under review the I.T.F. also expanded its work in the wide field of European transport policy. September 1955 witnessed a Transport Workers' Conference at Berne where decisions were taken which will also engage the attention of this Congress, as can be seen from the agenda. The question there was, as it will also be here, to what extent the I.T.F. should take part in plans to coordinate the transport systems of Europe and to bring about an integrated system.

Closely connected with this is the need for a strengthening of trade union influence, particularly that of the I.T.F., in the international transport agencies. I am satisfied that by playing a greater rôle in such bodies we shall be serving and furthering the interests of our people. We should, to put it in concrete language, miss no opportunity of exerting every possible influence upon the European Conference of Ministers of Transport, the Organization for European Economic Cooperation, and the transport committees of the European Coal and Steel Community, to mention but the most prominent.

Subject to the approval of the Executive Committee of the I.T.F., I have accepted an invitation by the President of the European Conference of Ministers of Transport, Dr. Seebohm, to attend the next meeting of Ministers and explain the views of the I.T.F. on transport questions. I hope that good will come of this for the transport workers.

By pressing for increased participation in the work of these bodies I believe we shall best be able to achieve the objectives which we set ourselves at the Congresses in Stockholm and London and which envisage the creation of a European Transport Authority. In this matter too it is true that things will work out as we want them to only to the extent that we are able to make our influence felt.

And now permit me to touch upon a theme which some may consider a little outside my field, but to which I attach vital importance.

We live in a period of profound technical, industrial and social change. It differs from the period of systematic industrialization which started more than one hundred and fifty years ago with the invention of

the steam engine, by its furious rate of progress. The second industrial revolution, as it has aptly been called, is about to burst upon mankind. Its shadow is already upon us.

Strike actions in Britain and America mark the trade union reactions to this development. Automation confronts the trade unions with difficult tasks which they cannot ignore. It is the historical mission of the trade unions to be the pace-makers of social progress. Social progress and technical progress inevitably go hand in hand.

What the trade unions must resolve is that the second industrial revolution shall result in a further improvement of the lot of the working people, in a raising of the general level of living conditions, and in ampler provision for the aged and the sick.

Consequently the main endeavour of the trade union movement including that of the transport industries, must be directed towards a reduction of working hours without a lowering of wage and salary levels, towards the progressive introduction of the five- and four-day week.

Simultaneously, educational and training work must be undertaken to enable the workers to make profitable and constructive use of the increased leisure time. In short, it is more imperative than ever before to recognize the cultural mission of the trade union movement.

I consider it our bounden duty to ensure that we do not lose sight of these tasks. We must begin by developing organs which not only keep abreast of the social changes resulting from this second industrial revolution, but are capable of controlling and directing them. Then, and only then, will the second industrial revolution be a blessing for the workers of the world.

The tasks, therefore, which await us are many. The problems which have to be solved are complex. The effects of these developments upon the lives of the working people are of decisive importance. We shall only overcome them and serve the common good if we keep well in mind the basic characteristic make of the trade union movement ! its universality and solidarity.

From the very beginning both have been the solid foundation of the trade union movement. The history of the I.T.F. is an impressive testimony to the enduring quality of international solidarity. To preserve and carry on this great tradition is our duty both now and in the future.

I am convinced that the Vienna Congress will also carry out its work and take its decisions in this spirit of international and fraternal solidarity. The decisions taken will form the basis of future action and testify that the I.T.F. remains what it has always been in its sixty years history under the leadership of men like Edo Fimmen, Charles Lindley, Hermann Jochade, Ernest Bevin, Japie Oldenbroek, Robert Bratschi, and Arthur Deakin, a confraternity dedicated to international solidarity and brotherhood, to social justice and security, to freedom, and to world peace! [*Loud applause.*]

The President : And now I call upon Brother Becu to speak on Item 3a of the Agenda : Election of a Credentials Committee. Brother Becu !

The General Secretary (Brother Omer Becu) : Mr. Chairman, and friends, there is one matter under Item 3 that we have to deal with immediately—the setting-up of a Credentials Committee. The Executive Committee proposes that the Committee shall be composed of one delegate from Belgium, France, Germany, Great Britain, Scandinavia, Asia, and North America. If you agree with the proposal we expect that the various countries and regions named will send in their nominations before four o'clock this afternoon in order that the Credentials Committee may meet immediately following the plenary session at five o'clock.

The President : Does the Congress agree ? It does, so we will proceed as proposed.

I now ask delegates to turn to Document C1, that is the Congress Agenda. Does Congress agree with the proposed Agenda ? Are there any additions or amendments ? That is not the case. The Agenda is adopted.

I would now like you to turn to the proposed Standing Orders. Does Congress approve these ? That is so. The Standing Orders are adopted.

Congress then adjourned until 3 p.m.

Wednesday, 18th July, 1956

Afternoon Session

FRATERNAL ADDRESSES (CONTINUED) AND REPORT ON ACTIVITIES

The President opened the session at 3.0 p.m. He then called upon Brother Blomgren of the Swedish Railwaymen's Union to address the Congress.

H. Blomgren (Swedish Railwaymen's Union): On behalf of the Swedish Railwaymen's Union I would like to express my gratitude for all the activities carried on by our International Federation and in particular for the real solidarity and collaboration which had enabled us to do a proper job of work.

The Swedish Railwaymen's Union would like to seize the opportunity given by the celebration of the International's Diamond Jubilee of expressing our hearty thanks. We would also like to make a donation of £500 to be used for work in the underdeveloped areas.

The President: I would like to thank Brother Blomgren for the Swedish railwaymen's gift to the I.T.F. I assure him that that gift will fulfil its purpose and that the I.T.F. will do everything in its power to make still further progress in the field of regional activities.

I now call upon Brother Wälläri.

N. Wälläri (Finnish Seamen's Union): Mr. Chairman, Brothers! The Finnish transport workers affiliated to the I.T.F. have always enjoyed the benefits of that international solidarity which prevails within its ranks. We have been encouraged by the I.T.F. during periods of reaction to keep our banners flying and our members fighting.

To express our gratitude to the I.T.F., the affiliated Finnish unions wish to present to the Federation this painting of a port scene in Finland. The unions concerned are: the Finnish Railwaymen's Union, the Finnish Locomotivemen's Union, the Finnish Seamen's Union, the Motor Drivers' Union, the General Workers' Union, and the Marine Engineers' Union.

The President: On behalf of the Congress I would like to thank our Finnish colleagues most warmly for their gift.

I now call upon Brother Weigl to address you.

Karl Weigl (former President of the Austrian Transport Workers' Union): Mr. President and colleagues, firstly I should like to thank you, Mr. President, and the Executive Committee for making it possible for me to take part in this Jubilee Congress of the I.T.F. Today I come to the rostrum not as a delegate; shunted off the main line into retirement. I am here as a guest, and for that reason I am particularly grateful for this opportunity of participating in the Congress.

I still have very vivid memories of that Congress which took place in Vienna in 1922. Since that time, we have not had the pleasure of being able to welcome an I.T.F. Congress to our capital. Now, however, our wish has been fulfilled and we would like to hope that the delegates and their ladies will enjoy their stay in Vienna.

The 1922 Congress, which was an extremely lively one, was a very important event for the workers of Vienna. They themselves participated in it by demonstrating in the streets in pouring rain as a token of their solidarity with the delegates. I particularly remember how enthusiastically this demonstration was watched by Ben Tillett and Ernest Bevin, and how they talked about it years later whenever they visited Vienna.

Since that time, dear Colleagues, a great deal has happened in the world; emperors and kings have been sent into retirement, empires have been destroyed and new ones have taken their place. In the midst of all these revolutionary world events, however, the I.T.F. has remained as a stable element. It has never failed to fight for freedom and independence and to support those in difficulties whenever that was necessary.

We in Austria have had personal experience of this. We have had to endure two world wars and in 1934 witnessed the rise of Fascism in our country. Again, in 1938, we saw the Nazi invasion and, finally, following the end of the second world war in 1945, we had to endure a foreign occupation lasting ten years. Now, however, our country is free once more and the trade unions can continue their work unhindered.

I would like to mention here that next year the Austrian Transport Workers' Union is also celebrating a jubilee which has a connection with the I.T.F. The Austrian transport workers affiliated with our International Federation in 1907 and next year will thus be able to look back on fifty years of faithful and steadfast cooperation with the I.T.F. We can claim that even during our periods of greatest difficulty—during the underground period, for example—we maintained our links with the I.T.F. and we have always been able to derive both profit and encouragement from the advice and guidance which we have received from the I.T.F.

The fact that we in Austria think internationally is no accident. The older ones among us who worked under the Austro-Hungarian monarchy were able to gain experience of international work in our own country. We had to look after the interests of no less than nine separate nations: Slovenes, Italians, Croats, Hungarians, Rumanians, Poles, Slovaks, Czechs, and, of course, Germans too were members of our organizations. All of them had their own national characteristics which had to be taken into account, and it was necessary to issue publications in their separate languages. Thinking internationally has thus, so to speak, become part of our very being. At the same time, however, it is true to say that the younger generation, too, is very close to the I.T.F., remains faithful to it and practises international solidarity.

We have not been satisfied with merely demonstrating that international solidarity in resolutions and speeches. We have given it concrete expression by putting into practice the decisions and instructions of the I.T.F. I should like to mention, for instance, the boycott against Hungary. On that occasion, the Austrian transport workers and railwaymen carried out the orders of the I.T.F. to the very letter. For at least three weeks, it was necessary to seal off the frontiers. We would have been glad if our young neighbours had also played their full part in this boycott. That was unfortunately not the case, but nevertheless a con-

siderable success was registered against the White Terror in Hungary. Trade unionists regained their freedom and the trade union movement itself was enabled to begin work again.

We also succeeded in paralyzing the transport of arms to Poland, another most important action which was of great significance and was carried out on I.T.F. instructions.

In return, however, we have benefited in no small way from action taken by the I.T.F. An example of this came after the first world war, when we were helpless, impoverished and starving. It was then that the I.T.F. came to our aid by organizing train-loads of foodstuffs. Edo Fimmen travelled to Vienna to see the situation for himself and it was he who arranged the very successful evacuation of Viennese children to Holland, as a result of which even today close ties exist between Holland and our country—and particularly with our capital, Vienna.

It is obvious that the trade unions, and with them the international organizations, particularly the I.T.F., are now facing very serious tasks. The growth, both of the trade unions themselves and of their influence, has enormously extended the scope of their activities. The trade union movement in general has many great problems, including the shortening of working hours and assistance to the underdeveloped countries. Nor will we transport workers eventually be able to avoid the effects of automation; that is an extremely complicated question on which it is well worth exercising our grey matter, if I may put it like that, in order to protect our workers against serious disadvantage.

I do not want to take up any more of your time, but I would like to say once again what a great personal pleasure it is for me to participate in this Congress. So long as my old bones and my brain are still willing, I will continue, even as a pensioner, to take part in the work of the I.T.F., if only in spirit. [*Loud applause.*]

The President : Our thanks to Brother Weigl for his words of greeting. It is always a pleasure to see that an old friend such as he still feels himself so close to our organization.

I now call upon Brother Oldenbroek.

J. H. Oldenbroek (General Secretary, International Confederation of Free Trade Unions): Mr. Chairman, Friends! I come to convey to you, in all sincerity and with a sense of humility, greetings from the I.C.F.T.U. I have had an opportunity of meeting many of the delegates and guests present here, of shaking them by the hand, and I have often had to ask myself where I have met them before: in the I.T.F. or in the I.C.F.T.U.? I came to this conclusion: there is a lot of the I.T.F. in the I.C.F.T.U. and a lot of the I.C.F.T.U. in the I.T.F. I would suggest that this is as it should be so long as we know that we have to work together to achieve our common aims, so long as we realize that each of us has to do its own work, to carry out its own tasks, and, where these are the same, to adopt one line.

I bring you greetings in all sincerity because the I.C.F.T.U. and the international trade union movement as a whole is well aware that you have been able to build up an organization that is united, that is in no way subject to pressure from one bloc or another, and that is trying, through concentration and democratic decision, to achieve the aims for

which the I.C.F.T.U. was started. I say, too, in all humility, because I think we have to be humble and grateful that it has been possible to build up and maintain this organization as united as it is today and as it has always been. We owe thanks to the pioneers for this. I am not going to mention any names, for they have all been mentioned. I also think a lot of my good friend Charles Lindley—our good friend of this International. It must be a wonderful thing for Charlie Lindley and the others to know that their work has succeeded. There was a time when it wasn't known whether Charlie Lindley was English or Swedish, because it simply didn't make any difference. That is the spirit of the International. That is the I.T.F.

Mr. Chairman, I must add that I have been a little bit neglected today, because I was here in 1922 too, and I remember very vividly what that Congress did. However, I am pleased that nobody mentioned it, because otherwise I would have been repeating what others had said. I think the most important thing that that Congress did was to pronounce in favour of the cancellation of all reparations, because it realized that reparations have to be paid for by the workers. It realized, before the statesmen of this world, that if you impose reparations there is no room for world trade, that if you impose reparations you are laying the foundations for a new war. It was significant that the I.T.F. knew that—as significant as when, in 1947, the I.T.F. was the organization which hailed the Marshall Plan when everybody else preferred to be silent. I appreciate that. That is why we still expect a lot from the I.T.F.

We are now meeting again in Vienna ten years after the end of the Second World War. It was our intention to meet here earlier, but this was found difficult because of the occupation of this country. That has now been settled—but at a price. I have just been referring to war reparations. There is only one country which has demanded war reparations—Soviet Russia. It was squeezing this country to get every drop of oil out of it that could be found under the surface of the soil, and it is the only one which profited, both in a geographical sense and in a monetary sense, from the treaty to which it is a party.

I am trying to avoid saying some of the things that perhaps are not pleasant for some to hear. Are you aware of the geographical position of this city? You are only a stone's throw from Czechoslovakia and Hungary. Not long ago Hungary was separated by barbed wire along the whole of the frontier and Czechoslovakia is still separated by a lot of fortresses on the other side—not this side—of the Iron Curtain. We ought to remind ourselves of these things from time to time.

There is a new situation which has been referred to. There is trouble in the Soviet Union over the "de-Stalinization" policy and that was soon followed by what the President had referred to, by the strike in Poznan. Some people have been to Poland. I know one here who has. He was extremely critical, but he can speak for himself. There is no doubt, however, that when a delegation went there it was told that everything was wonderful in Poland, that the workers enjoyed the most wonderful working conditions, and were so far above everything we in the rest of the world had that you were supposed to be convinced that that was the kind of life you had to follow. Now they admit that this myth has

been exploded—as the Stalin myth has been exploded. I am going to ask you: if anything like this had happened in our countries would it not have thrown the political parties and their followers into a state of utter confusion? Yes, it would. But I have the impression that the confusion is rather with us and not with them, because, as all this is divulged, we find within our own ranks people who think the time has now come to fraternize with those behind the Iron Curtain. What for? To make a good impression on them?

As I was thinking this over, I was reminded of a book which appeared in the twenties. It was a German book entitled “Moskau glaubt nicht an Tränen”—“Moscow doesn’t believe in tears”. I believe that is still true today. Don’t let yourselves be taken in by their tears—if there are any—and don’t believe that you can move their heart. You cannot. And if you don’t stand by those who are now taking up the cudgels against the régime, then we shall miss the opportunity. Because when the I.C.F.T.U. was started, with your agreement, what was it going to do? It was laid down in three simple slogans; it was going to give bread and livelihood to people, it was going to give freedom, and it was going to give peace. And it was very clear that none of these things could be achieved separately.

We have carried on, as you have done, the fight for better conditions; the fight in the underdeveloped areas of the world, so that the workers who were oppressed are given the chance of a decent life. That fight must be continued and it must be strengthened. We have to make more use of our power in order to assist those who need help.

We were also going to fight for freedom, freedom from all oppression. We still abide by that today. Sometimes we are not popular for doing to. But we are convinced that we are right, because our movement will not succeed unless it remains true to its own principles, unless it continues to fight for bread and freedom. Only then will there be peace, because in the countries which are near these borders, and in others, there is no freedom. Their peoples were promised free elections by all the powers that worked together during the war. Such free elections have not been allowed and we must demand that they shall be. We must insist because we are convinced that if we can, through democracy, change the régimes in those dictatorship countries—which we know we can—then there will be true peace in the world.

We ought to say this to the peoples behind the Iron Curtain, because we can talk to them. When the right moment comes we shall appeal to them altogether to resist and we have no doubt that that appeal will be followed.

Let me just mention one figure. In the year 1955, 252,000 people escaped from Eastern Germany into Berlin and two other frontier towns; and in the first portion of this year 76,000. Is it not clear too that but for the fact that in Poland the army is officered by Russians and but for the fact that the tanks are in the hands of the Russians, the whole people would rise against the Quislings of their country?

I know this is pretty strong language, but we are all getting older. We cannot always postpone until tomorrow what ought to be done today. We ought to use the opportunity when it is there and not give the Moscow

which doesn't believe in tears any moment of rest. We are attacking now, we are on the offensive.

Mr. President, the I.C.F.T.U. has made a little progress in the few years of its existence. It started with some 50 countries affiliated with it. Today, the figure is 82 and it is still rising. Soon it will be a hundred. Soon we will have the whole world organized, with only the dictatorship countries not in it. Even there, however, we have our adherents, we have our followers.

The growth of our movement brings with it its own problems. In 1922, as you have heard, there were only 19 countries represented here. Today there are very many more and they have come from all parts of the world. We ought to realize that we must be extremely conscious of our behaviour towards parts of the world where trade unionism is younger, where it lacks experience, where it does not want any paternalistic attitude on our part. The influence that can be exercised by international organizations can only be through the method of persuasion, of discussion, never by way of making decisions for them. Unless we follow that rule, we might get into difficulties.

Well, Mr. President, I think I have taken enough of your time to say something about what is happening today, something about the I.C.F.T.U. to make you more curious if you don't know all about it already, and I will finish up with this: I am of the opinion that very soon we must realize that this great movement of ours has got to help people in some parts of the world in a practical way. I say "in a practical way", not just by adopting a resolution or by issuing a manifesto. A recent example of this is the aid given by both the I.C.F.T.U. and some of the Trade Secretariats to the workers in Curaçao. In this particular case these people are working not with a colonial régime but with the remnants of it, which are perhaps even more disagreeable than was the régime itself. And we can help here if we want, because we are in a free movement.

We send a delegation to Okinawa, for instance. That delegation comes back with a report criticizing the United States Government and its policies. The people in the underdeveloped areas should realize that we can do that and that we will do that. But show me the Communist organization that protested against its own government, that protested to Moscow over the policies they apply. Has it been done in the case of the uprising in Berlin, has it been done in the case of Poznan? No. The W.F.T.U. were silent at first, and then they came along with some cockeyed stories about international agents who were supposed to be responsible.

Well, I am speaking here from a public platform and I am ready to admit and confess that we have not done that, that we were not responsible for either the revolt in East Berlin or for that in Poznan, for we leave it to the people themselves to decide. It is only when we know that we shall be able to defend them—defend them to the limit—that we will appeal to them. As things are going, I do not rule out the possibility that that moment is approaching. That is why the Executive Board of the I.C.F.T.U. at its last meeting, decided to face this situation

and decided to bring together a large fund in order to be able to support—to assist immediately and without waiting—any one of those cases where we have to defend the freedom of the workers.

I have no doubt that you will agree with that and I have no doubt that you will help, that you will support us in getting ready for the day when we shall have to act, when we shall proudly put into practice what we decided was our aim, to bring bread, peace, and freedom to the workers and to the peoples of all nations!

The President : I would like to thank Brother Oldenbroek for his stirring address. He has spoken for all of us! When he comes to Frankfurt, I invite him to visit my office where he will be able to see for himself that the work of the I.T.F. extends as far as Moscow itself.

We have now concluded Items 1, 2, 3a, and 4 of the Agenda and now continue with Item 3b: Election of a Resolutions Committee.

Brother Becu has the floor.

The General Secretary reminded delegates that nominations for the Credentials Committee should be sent in immediately. He then made an announcement regarding the composition of the sectional committees for the road transport and railwaymen's sections. Finally, he said that the Standing Orders Committee had proposed that the Resolutions Committee should be composed as follows: one delegate from Austria, Belgium, Finland, and France, two delegates from Germany, two from Great Britain, one from India, one from Japan, one for the African group, one for the Latin American group, one from the Netherlands, two for the Scandinavian group, and two from the United States.

The President : Does the Congress agree or are there any other proposals? That is not the case. I ask those in favour to signify by raising their hand. The proposal is adopted.

Brother Pequeno wishes to speak.

S. de A. Pequeno (Brazilian National Confederation of Land Transport Workers): Every day the I.T.F. is gaining more and more prestige in Latin America. There are more than twenty countries in Latin America, and this is the first time that so many organizations from those countries are participating in an I.T.F. Congress. They are countries in which the trade union movement is new and needs more and more support from the I.T.F. That is why we were rather surprised to hear the suggestion that there should be only a single member to represent us on the Resolutions Committee. I am sure that I am expressing the feelings of all my colleagues from Latin America when we ask this Congress to see to it that there are two seats for Latin America on the Resolutions Committee.

The President asked the Congress if there were any objections to this course being followed. There were none and he therefore requested the Latin American delegation to nominate two representatives. He then called upon Brother Omer Becu to introduce the

REPORT ON ACTIVITIES

The General Secretary : Mr. President and Friends! In presenting the Report on Activities of the I.T.F. for the past two years, I would in the first place render sincere thanks to our affiliated unions for all the cooperation they have continued to give to the I.T.F. How vital their

encouragement and support are to the functioning of the I.T.F., I need not elaborate. I can but hope that the results achieved by the I.T.F. as time goes on will be regarded as justifying such great generosity.

In accordance with custom I will comment a little on the membership figures given in Chapter 2 of the report. No doubt numbers are not everything, but all the same they are a good indication of the state of the I.T.F. You will have seen from the report that the membership of the I.T.F. shows a further rise during the period under review, namely from 4,715,000 at the end of 1953 to 4,914,000 at the end of 1955. It was, perhaps, not exactly a big increase but the actual position is rather more favourable. First there was a sizable expulsion, which actually belonged to the preceding period but under the practice of the I.T.F. had to be brought into the present period. Then there were one or two disaffiliations, but these, in our opinion, represented membership which we may hope to recover at a not distant date. Finally, over the years, a number of unions have come to figure merely nominally on the membership list of the I.T.F. This is almost bound to happen in an organization like ours. It is a situation which must be put right from time to time and so it was decided by the Executive Committee to carry out the operation of deleting all these doubtfuls from the membership list at the end of 1955. This, again, therefore, is not a loss of membership which has occurred during the last period.

There is one more thing which we think justifies an optimistic appraisal, and that is that since the beginning of 1956 no fewer than 12 new affiliations have been registered. These are not included in our figures because the report closes at the end of 1955. If they are taken into account, the improvement in membership is much more pronounced. These new organizations have a total membership of over half a million members.

Let me now look briefly at one or two regions. As far as Europe is concerned, it is true that the region on balance shows a certain falling off in affiliated membership. Some countries, indeed have continued to make headway, but the gains are not sufficient to offset the losses. When trade union organization reaches a high level, as is the case in Europe, it becomes progressively harder to maintain or strengthen the position. However, we are confident that this is but a pause in the forward march of the transport workers' movement of Europe and that our affiliated membership in this region, where the I.T.F. was born sixty years ago, will rise to a new high in the years ahead.

A continent where the I.T.F. has now succeeded in establishing a very firm footing, and which as a result of further affiliations, shows another growth of membership, is North America. In view of the great importance of the region for the I.T.F., I mean the region of North America, this is particularly gratifying. Worthy of special comment is the fact that the I.T.F. now has affiliations from both the former wings of the A.F.L. and the C.I.O. of the American trade union movement. This is no doubt a reflection of the A.F.L.-C.I.O. merger which has come about in the United States of America. The new unity does not mean that all the American differences have suddenly vanished. It does mean, however, that a basis is now recognized. Unions which may disagree on comparatively few issues can now better sink their differences. The A.F.L.-C.I.O. merger is the sign of a trend on the national level in

America and we trust that it will operate increasingly on an international level also, and that we may look forward to more and more affiliations of American organizations to the I.T.F. within the near future.

With regard to the other regions in which the I.T.F. is active, we shall have a lot to say about them under the heading of Regional Activities, by which term we have come to mean activities to promote trade union development in regions which have hitherto fallen behind. Before I touch briefly on the so-called underdeveloped regions, allow me in these introductory remarks to refer also very briefly to another region where the I.T.F. has some long-established bonds of support—New Zealand and Australia. We value this association very highly. For one thing there is in the I.T.F. a place for every country in the world; for another, our affiliates in these countries have shown a very warm and sympathetic interest in the I.T.F. and a great willingness to play their part. At one time the I.T.F. planned to hold a special conference for this region. Owing to the world developments of 1939 to 1945, they had to be abandoned. We do not forget this region in the plans of the I.T.F. and are glad to know that we can continue to count upon the participation of these affiliates in our work.

Under the heading of regional activities, Latin America has been one of our major concerns. By the term "regional activities" we often mean the attempts to help the advancement of economically underdeveloped countries. The case of Latin America is, however, rather different. As a matter of fact, there are Latin American countries which have reached a high level of economic and social development and this is true also of the trade union movement to be found there. But owing to circumstances connected with political and economic history of these countries, they have remained largely isolated from the free trade unions of the world. Recently, an important change has come about in this respect and we are particularly happy to welcome our two Argentinian affiliates, the railwaymen and tramwaymen, back into the I.T.F. after a long enforced absence. [*Applause.*] As soon as the Perónist régime collapsed, they hastened to rejoin the I.T.F. and renew relations dating back for many years. We have good reason to hope that others will soon follow suit.

From the report we are presenting, you will find our plans to extend I.T.F. influence in the regions of Latin America are slowly but surely materializing. Two regions in which the I.T.F. work is still in the pioneering stage are Asia and Africa. For reasons to which I will come in a moment I am referring very briefly to these regions now. From the report before you, you can see what we have been trying to do. Two important events in the Asian region have been the holding of an I.T.F. regional conference in Tokyo and the opening of an I.T.F. regional office in Tokyo. I am sure that these steps have done much to build up good will for the I.T.F. in that particular region and that they will not fail to produce good fruit in the future. In Africa, too, we have done all we could to help the trade unions of transport workers which are emerging. You will note that under Item 12 of the agenda we shall be discussing a request to establish an I.T.F. office for the African region, too—sure evidence that our efforts are considered worthwhile by our African as well as by our Asian brothers.

This is all I am saying on the subject at this stage; as regional activities is a separate item on our agenda, namely Item 11 (Intensification of activities in all countries for the promotion of free trade unions), we do not want to anticipate overlapping that part of the business in a discussion on the report on activities. However, the report contains sections dealing with the missions and conferences which have taken place in the different regions and references to these past activities are therefore relevant to the discussion on the report. To bring out the growing importance of this part of the work of the I.T.F., we have divided the agenda item into two parts (a) general activities, and (b) regional activities and we should like this division to be observed in the discussion. Let us therefore in the discussion on the present item first discuss the general activities of the I.T.F. and then the past regional activities, leaving it until Item 11 to discuss our regional work of the future.

Now I would like to say a few words about our sections. The seven industrial sections of which the I.T.F. is composed have continued to apply themselves steadily to the tasks in hand. Details of the work which has been done are given in various chapters of the report. These will be considered at the different sectional conferences to be held during the Congress with the object of taking stock of the positions reached and drawing up programmes for the future.

The following is but a selection of some of the main questions dealt with by the sections: The Railwaymen's and Road Transport Workers' Sections, besides holding conferences where they discussed many questions of a sectional character during the period under review, held a series of joint discussions on the problem of coordination and integration of European transport. This is a question which interests other sections besides the two mentioned and it accordingly figures as a separate item on the Congress agenda. It is also dealt with in the report on activities, but in this connection we should, of course, again confine ourselves to the I.T.F.'s past activities in the matter, leaving consideration of the plans for the future to Item 10 on the agenda.

In the Inland Navigation Section, which also has a major interest in the European transport issue, an important event has been the holding of a regional conference which discussed, among other things, ways and means of promoting implementation of the Rhine Shipping Conventions of the International Labour Organization. This, too, has become one of our perennial problems on which we must not cease our efforts until our goal is finally attained.

The Seafarers' Section of the I.T.F. held various important meetings where the Section's programmes were carried further towards realization. As a result of a session of the Joint Maritime Commission in October 1955 and generally of intense pressure brought to bear upon the International Labour Organization, there will be an International Maritime Labour Conference in the spring of 1958. It will be preceded by a preparatory technical maritime conference of the I.L.O., to be held in London in September next, and is expected to take decisions on a number of questions of vital importance to the seafarers. To name but a few: the menace of the so-called flags of convenience, which ship-owners and governments are finally beginning to recognize as a grave

threat to healthy economic and national life; the revision of the International Convention concerning seafarers' wages and working hours; the problem of recruitment methods and practices, etc. etc.

The remaining sections of the I.T.F. likewise look to the I.L.O. to help with important problems. The Dockers' Section is particularly interested in an I.L.O. Committee of Experts on the safety of dock work, on which the I.T.F. will be represented and which will in December next finish the preparatory work on an International Code of Practice embodying proposals which the I.T.F. has been considering on the subject. Adoption of such an I.L.O. Code means an important step forward in setting international standards in connection with the safety of dock work.

The Fishermen's Section, after many years of waiting, may expect four questions to figure on the agenda of the 1958 International Labour Conference. It is certainly high time that some attention was devoted to the social problems of this industry on the international plane.

The Civil Aviation Section—the youngest and very much up-and-coming Section of the I.T.F.—is about to take part in an ad hoc bipartite meeting under the auspices of the I.L.O., which it is hoped will lead to the setting up of some kind of permanent I.L.O. machinery for this important industry.

Mr. Chairman, this very rapid survey of activities and developments at a sectional level indicates the wide range of the tasks requiring the constant attention of the Secretariat. With these tasks we grapple to the best of our ability but the time is fast approaching when the whole organizational and administrative organization of the I.T.F. must be adapted to the heavier demands made on it. We hope that the ways and means of carrying out this essential job will be one of the preoccupations of this Congress. The activities of the I.T.F. naturally take place against the background of the general international situation. There have been many changes in outward appearances since our previous Congress but fundamentally it would seem to us to have remained much the same. In one important aspect maybe our hopes have been fulfilled: the fear of an all-out war in which all sides would risk near-obliteration by thermo-nuclear warfare seems to have faded somewhat. Today the danger of local conflicts breaking out and leading to serious complications remains, but these problems are under constant study by the United Nations and the situation seems to be somewhat under control. A new element, however, which is causing some perturbation, is the new look of Soviet Russia's policy. On the political plane we agree with those who say that the Western powers must never tire of discussing ways and means of preserving peace and security while being on their guard against any trap. Time will tell whether the new move is genuine or not. If it is, it is a sign that the internal difficulties of the Soviet régime are such that the old violent methods are no longer capable of shoring it up. Be that as it may, until the Soviet rulers prove their good faith by something more tangible than words and smiles their proposals must be examined with scepticism. Their present willingness to discuss limitation of armaments and proposed control of inspection systems is an important step forward, though the Soviet reluctance to extend discussions to the bigger problem of thermo-nuclear weapons is dis-

appointing. On the practical plane, we do not find that a change of atmosphere, real or apparent, affects the basic position, even if it complicates the issues. We believe in free and democratic trade unions. These have nothing in common with workers' organizations which are merely instruments of political policy and will sacrifice workers' interests to other ends.

It is one of the major tasks of the I.T.F. to bring this home to the workers of regions which are particularly vulnerable to the political propaganda of Communism. Overtures will be made, indeed are being made. I have, for instance been handed a telegram just this morning, dated 6 July, sent from Moscow to President Kennedy of the Brotherhood of Railroad Trainmen of Cleveland, United States, which invites this organization to send as large a delegation as possible to Soviet Russia, pointing out that, in accordance with their custom, the Central Committee will cover all expenses involved in the stay of the delegation in their country. These telegrams are received by many of our organizations and we ourselves in the I.T.F. receive them. These overtures must be met by tactics which will prevent those wearing the mask of friendliness and benevolence towards the workers from making capital out of the situation. There can be no compromise on essentials with those who seek to infiltrate the trade unions or to start rival trade unions in order to control the workers and subject them to their own purpose.

Mr. Chairman, referring to the business in hand, I would conclude these introductory remarks by expressing the hope that as many delegates as possible will join in the discussion of our activities in the past two years, not sparing adverse criticism where it may be called for in order that a good foundation may be formed on which to shape our programmes and policies for the future.

I thank you.

The President : The Report on Activities is now open for discussion. I ask those delegates who wish to speak to hand in their names.

Brother Pequeno!

S. de A. Pequeno (Brazilian National Confederation of Land Transport Workers): As I said a few minutes ago, in the countries of Latin America we have a trade union movement which is young. But it is made up of people who are enthusiastic, made up of people who want to join the international movement and collaborate sincerely with it.

Brother Becu has spoken to us of some of the problems of the underdeveloped countries. Well, Gentlemen, my country presents a very difficult problem, and I am going to introduce this problem to you and I shall try to draw up a resolution on the subject and thus we might be able to overcome some of the difficulties facing us.

Brazil has a trade union movement which is free and which is being developed in an excellent manner, but we have some clauses in our Labour Code which prevent us from developing a real trade union movement in the future, one which is stronger and more powerful. I am thinking here of the position of the nationalized enterprises in which the workers are not allowed to join together in trade unions. For example,

if a railway company is nationalized by the government the workers of that company will be considered as public servants and will not have the right to join a trade union. It cannot be said that this is an attempt against trade union freedom, but there is no doubt that it is a way of preventing the development of the trade union movement.

I would therefore like to suggest that the approval of Congress be asked for the I.T.F. to help us to overcome this difficulty by making use of the international prestige which it enjoys.

Brother Becu has spoken in very broad terms of the problems of the I.L.O. I myself have the honour to represent the workers as their delegate in the Governing Body of the I.L.O. and I would like to draw the attention of those delegates who are not familiar with the mechanism of the Organization to the various difficulties which the Governing Body is facing.

The I.L.O. is a tripartite body in which governments, employers, and workers participate. Various industrial committees have been set up by it, e.g. the Inland Transport Committee. These committees should meet biennially, but in recent years the governments have been asking for more and more reductions in the I.L.O. budget, and in this they have the support of the employers who are nearly always reactionary. But we are not satisfied with such a situation. We base our work upon social justice and have fought against this trend with all our might. It is nevertheless true that as a result of pressure by the governments, as I have said, and with the support of reactionary employers, meetings of the various industrial committees have been postponed. The Inland Transport Committee, for instance, is meeting only in March of next year instead of earlier.

For these reasons, I, as one who represents the workers of Latin America on the I.L.O. Governing Body, want to appeal to you, Brothers, to you who come from countries where the trade union movements have experience, prestige and strength. I want to appeal to you to apply the necessary pressure in order that when the budget of the I.L.O. is discussed in the future, the workers do not stand idly by and watch the comedy which we are faced with every year.

With respect to Latin America, now, may I seize this opportunity of thanking the Executive Committee of the I.T.F. for having sent the delegation which visited several Latin American countries, including my own, during the last few months. The visit of that delegation was particularly useful for us because, for reasons of national regulations and rules, it was only after its visit that we were enabled to affiliate with the I.T.F.—something which we had wanted to do for such a long time.

May I, however, make an appeal in this connection? May I request the I.T.F. to see to it that such visits by delegations should be continued, because they help us to overcome our difficulties and also help to convince many other organizations of the absolute necessity of becoming affiliated with the I.T.F.

We ask this not merely for the pleasure of joining the I.T.F., for the pleasure of being able to come to Europe every two years. No Gentlemen, that is not why we wish to affiliate, that is not our intention

at all. Our intention is to collaborate and to enjoy reciprocal collaboration. That is why I am so happy to be here among you, to be able to collaborate with you. That is why I am so happy that my own organization has become one of the newest affiliates of your Federation. For I can assure you that we are very sincere in our aims and objectives. We really wish to collaborate with you in achieving the aims which are common to us all.

The President : Colleagues ! I now propose that we adjourn until tomorrow morning, when we will continue at 9.0 a.m.

Congress then adjourned until 9.0 a.m. on Thursday, 19 July 1956.

The following is the composition of the Credentials Committee elected during the Congress :

R. Dekeyzer (Belgium), Chairman-Rapporteur
D. N. Secord (Canada)
R. Lapeyre (France)
O. George (Germany)
T. Nishimaki (Japan)
M. Trana (Norway)
W. J. P. Webber (United Kingdom).

Thursday, 19th July, 1956

Morning Session

REPORT ON ACTIVITIES (CONTINUED)

The President declared the session open at 9.0 a.m. and said that the Congress would continue with its discussion on the Report on Activities. He then called on Brother N. Metslov, to be followed by Brother J. Knight.

N. Metslov (Estonian Seamen's Union): When we consider the activities of our International both during the period under review and during its sixty years of existence, I think we can claim that a characteristic feature of the I.T.F. has been its fight for freedom, true democracy, and social justice. That struggle for freedom and against dictatorship and oppression is surely best understood by those who have themselves suffered under foreign domination and whose friends and comrades are at this very moment languishing in the iron grip of an alien dictatorship.

I am speaking here in the name of the Estonian Seamen's Union, which represents seafarers who have escaped to the free world from Estonia, Latvia, Lithuania, Poland and Russia, and who have personal experience of the Communist régime. I am also speaking on behalf of countless colleagues and compatriots who are prevented by the terror methods of a police State from expressing their own opinions to the free world. I can assure you, colleagues and friends, that many workers in those countries know that the trade union organizations of the free world, and especially the I.T.F., have not forgotten them and that here the ideas of Freedom and Democracy are not being stifled.

On behalf of those friends behind the Iron Curtain, as well as on behalf of all exiled seafarers belonging to the Estonian Seamen's Union, I should like to ask the I.T.F. to accept our heartfelt thanks for its fight in support of freedom and true democracy, as well as for the sympathy and help it has displayed towards those who have had to continue their activities in exile. I should like to couple that thanks with the hope that the I.T.F. will continue its courageous and untiring struggle against the dictator régimes with the same energy that it has displayed hitherto and that it will not refuse its sympathy and assistance to all those who may fall victim to arbitrary rule.

There is much talk in the free world about an improved situation in Russia and its satellites since the death of Stalin. It is said that the present Soviet rulers are more disposed towards peaceful co-existence with the free world. The question is asked whether there are not grounds, as a result of this new situation, for the free trade union movement to adopt a more conciliatory attitude towards the Communist dictatorships. I must admit that, following Stalin's death, the workers in the oppressed countries, including those in the Baltic lands, really hoped and believed that their living conditions would improve and that the Soviet régime would become more tolerable. That hope was also shared by many refugees. Now, however, several years later it has unfortunately become

clear that the situation has remained the same, particularly in the Baltic countries—about which we possess reliable and adequate information.

Since my time is limited and I do not wish to try your patience too much I can give only a general sketch of the present situation in the countries occupied by Russia. As under Stalin, there still exists a one-party dictatorship, with all the accompanying apparatus of a police State. In the Baltic countries this is coupled with national persecution. The occupiers play the rôle of a master-race. They hold all the key positions in both the Party and the Government, whilst our own nationals are pushed into the background. As in the Stalin period, the workers still have no opportunity of improving their living and working conditions. The trade unions, as you know, are in reality nothing but tools of the State, and their principal function is to ensure that the established working norms are fulfilled and, wherever possible, increased. There is no right to strike and the least attempt to do so is ruthlessly put down. Only very few political prisoners have been allowed to return to their native countries. The overwhelming majority of the thousands upon thousands of arrestees and deportees, including both ordinary workers and leaders of the trade union movement (many of the latter will be personally known to you) still languish in prison camps and deportation centres, or have died as a result of inhuman deprivations. Nevertheless, despite the rigid police system, the policy of oppression, and the fact that there can be no question of a freely-organized workers' movement, the Communist dictatorship has not succeeded in completely suppressing the struggle for freedom. The almost intolerable living and working conditions and the absence of all human rights are a heavy burden and will inevitably provoke resistance, resistance which will often be expressed in the form of sudden outbreaks of violence, as was recently the case in Poznan where a workers' rising was drowned in blood with the help of tanks and bayonets. The spirit of resistance, however, is alive not only in Poznan ; it can be found in all the countries under Communist dictatorship.

I would like to say just this : if the present rulers of Russia claim that they do not wish to oppress anyone, that they are opposed to the excesses of the Stalin period, then it is not only the right, but the duty, of the free trade union movement, to demand that Moscow give practical proof that Stalin's policies have been abandoned in the occupied countries. That proof will only be forthcoming if Moscow :

- (a) releases the political prisoners, including trade unionists, who are still languishing in gaol, and allows the deportees to return home ;
- (b) guarantees to the workers and their organizations the right to strike, not merely on paper but in fact ;
- (c) withdraws its armies and police from the enslaved countries ; gives those countries the opportunity of managing their own affairs and guiding their own destinies.

If these demands are made and supported by the whole organized labour movement of the free world, including the I.T.F., then I believe that this action would not only bring new hope to the people of the enslaved countries, but would also constitute a great moral factor which

would gradually make its influence felt and create an atmosphere of common-sense.

I should like to conclude by expressing the hope that the present Congress will adopt a statement on the bloody events in Poznan and will not fail to indicate its sympathy with those workers who are languishing under the Communist dictatorship.

The President : I now call upon Brother Knight of Grenada to address the Congress. He will be followed by Brother Tennant.

J. Knight (Grenada Seamen and Waterfront Workers' Union) : Mr. President and Friends ! I have travelled twenty thousand miles to be present at this Congress, because we in the West Indies realize as never before the important rôle which the trade union movement has to play in economic development, both in individual regions and in the world at large.

First, I would like to bring you greetings from the British West Indies and from the Grenada Seamen and Waterfront Workers' Union. May I ask you to accept our sincere congratulations on the achievements which you have made so far. You will observe from the general report on the two years 1954 and 1955, as well as from the Presidential Address, the very great emphasis which has been placed on the desire of the trade union movement to intensify and expand its activities throughout the whole world.

I wish to thank all the officers and members of the I.T.F. who have been trying during the past few years to give sympathetic understanding to the problems which exist in the British Caribbean and other areas of the West Indies.

May I just for one brief moment draw your attention to the map before you [*he pointed to the map behind the platform*]. There you have the I.T.F. operating from Great Britain to the Far East, India, America, and Mexico City. But, my friends, pause for one brief moment. Look again at the line of the Equator. What is below that ? Nothing, except that we have reports which perhaps tomorrow can find a place in the records of history. The I.T.F., however, together with its companion the I.C.F.T.U., are pledged to see to it that the peoples of the underdeveloped and undeveloped territories are not left to fend for themselves but are taken care of by that wonderful movement, the international trade union movement.

Let there be no mistake, my friends. Man's life is governed by one of three things. You have churches, but they are governed by so many different faiths and creeds. You have governments, but governments come and go. But you have a third force, and that is why we are gathered here today to guide along practical lines the determination and sincerity of this great trade union movement to take good care of the economic development of the average, ordinary working-class man of the world.

I must not take any more of your time, but I am sure that the President will allow me to impress upon you that when dealing with Item 11 of the Agenda (Intensification and extension of activities in all countries for the promotion of free trade unions) you can make this Congress a memorable one in the years to come.

I thank you for your cordiality, for the way you have treated me here. You have shown patience, tolerance, and human understanding ; the three qualities which are the mainspring of the human race.

The President : Brother Tennant now has the floor. He will be followed by Brother Horst.

D. S. Tennant (British Merchant Navy and Air Line Officers' Association) : I want to say a few words on the report of the Civil Aviation Section, but, first of all, I would like to thank the Secretariat for the help and assistance which they have given to the civil aviation organizations affiliated to the I.T.F. I would also like to congratulate them on the successful work which they have undertaken since our last Congress.

Now, the Civil Aviation Section is numerically the smallest Section of the I.T.F. It is a section of transport which is rapidly expanding. It is not only expanding in terms of aircraft but expanding in types of aircraft. There can be no question that the contribution which civil aviation is making in world transport is far in excess of the numbers of personnel who are engaged in it. On the technical side, it is making staggering progress. I am certain that in the next two years the Civil Aviation Section, and particularly the Secretariat, will be concerned with a number of technical questions, which are constantly arising and constantly need solution.

Many delegates will have flown to this Congress in an aircraft manned by members affiliated to the I.T.F., and I feel that it is only right that you should know some of the things which are going on in civil aviation.

All the civil aviation organizations of the I.T.F. have been struggling, both nationally and internationally, to get agreement on the basic requirements of air crew manning in relation to safety. We have met in the I.T.F. Civil Aviation Section and agreed on an international policy which each organization has endeavoured to pursue nationally—with varying success. We also endeavoured to reach agreement with the pilots' international organization. You will find, on page 109 of your report, a resolution jointly agreed between the I.T.F. and I.F.A.P.A., and we had hoped that as a result of that joint declaration we would have made progress in harmony with the pilots. That resolution laid down that for four-engine long-distance flights, the minimum complement should be two pilots, a navigator, an engineer, and a radio operator. However, recent developments have made us wonder how some organizations can say one thing in one place and do something entirely different elsewhere.

We all wish to help the pilots. We are doing our best to assist them, despite the shortsightedness of some of their organizations. We realize the tremendous responsibilities of the pilot and consequently believe that the pilot should have under his control a specialized air crew to enable him to discharge his duties and to enable the aircraft to function efficiently. Aircraft are getting bigger, flying faster and higher, but all the moves by the employers are to reduce air crew complement. It is the declared policy in some countries that the navigator as such is redundant ; in others there are moves to make the radio officer redundant.

The aircraft taking the air in the next two years will be flying in excess of 500 miles an hour and in excess of 40,000 feet, and on all aircraft the crew is a critical factor in safety of operation. It can lead to serious

results in navigation errors if navigators are being declared redundant. Safety may also depend on communication, but in many countries radio officers are being declared redundant. I would suggest that it is your safety that is being played with and that of the air crew. There is a further step. It is apparent that a policy has been internationally agreed by operators to reduce the functions of the engineer officer to literally a farce.

There was no provision in the designing of the ill-fated Comet I for an engineer officer on the flight deck, but during the proving stage it was found necessary to carry an engineer, despite the fact that no real facilities existed to enable him to do his duties efficiently. As a result, the navigator sat where the radio officer sat and a game of musical chairs went on during the flight. The Britannia, too, has been designed to fly with a minimum of two pilots. Admittedly an engineer is to be carried, but the flight deck planning is such that he will be unable to do his job effectively as there are no facilities. I understand that a similar position prevails in America with the 707 Stratoliner. These aircraft which are coming along are without question the most complicated yet devised. Their engines will develop tremendous power and it is not only engines which cause concern in the operation of aircraft, it is the multiplicity of all automatic devices, fuel control, etc. If the malfunctioning of any of this auxiliary equipment is not immediately corrected so far as possible, in flight by skilled and qualified people, serious results can ensue.

Now, the British pilots' organization have not taken a stand against this, despite the fact that they have subscribed to the resolution to which I have drawn your attention. They are prepared to accept the basis of two pilots with a flight deck designed for two pilots. An engineer has to be carried on the aircraft, but the fact remains that his usefulness is reduced because there are no facilities to enable him to do the job. Some pilots' organizations have undoubtedly been flannelled into believing that aircraft are not so complicated and can be safely operated with pilots, providing the pilot possesses an academic qualification.

I want to inform you that the United Kingdom pilots' organization has recently negotiated a new salary structure which provides an additional allowance for pilots who undertake the duties of other crew members. I am satisfied that the operators want to have pilots so qualified and the move in this is apparent. It is to get round flight time limitations. Regulations lay down that a man can only undertake certain duties for a given length of time, but he can be allocated to other duties.

We want to help pilots, but the only way we can do so is by asking the pilots or some of their organizations to help themselves by demanding that facilities are put aboard these aircraft in the design stage to enable a specialized crew to give assistance.

We want to see the highest possible level of safety for the travelling public and it is our duty to see that this is provided. I would like to remind those pilots' organizations not acting in accordance with the joint resolution that the highest percentage of casualties in aviation can be traced to human error. Can you therefore understand why pilots accept additional duties and thereby increase the tendency for human error casualties ?

I want to remind you in conclusion of the recent collision in the Grand Canyon. We do not know the cause yet. There will be an official inquiry, but the fact remains that the two planes did collide. In many other forms of transport a lookout is an essential safety requirement. Air routes are now so congested that an adequate lookout is equally important in civil aviation. How can that be kept if the pilots are engaged on navigation, engineering, and radio duties ?

Mr. Chairman, I have probably taken too much time already, but I hope that what I have been able to say will be communicated to others and we hope that we can look forward to the support of Congress if that becomes necessary in stressing these serious problems.

J. Horst (Air Transport Division, Transport Workers' Union of America) : Like the previous speaker, I rise in support of our position on the question of air safety in regard to crew complement. We are very proud of the safety record that has been established in our industry throughout the world—a record which has been established primarily due to the intense interest and responsibility which air line workers assume in the vital rôle of protecting the riding public.

We know very well the inherent dangers existing in air transportation. Is not safety the prime factor considered in every effort made by the air line workers ? It is true that in our industry there are more revolutionary changes being made more quickly than in most other industries. We find continual transition and change. This means continual training. It means a type of personnel of high skills and responsibilities.

We in the United States, too, well know our responsibilities because there are three large manufacturers of aircraft located in our country. They are Boeing, Douglas, and Lockheed, and I am sure many of you have flown in one of these three types of aircraft and have experienced a flight involving the question of air safety. This is not only a national problem for us, because many foreign countries buy U.S. aircraft.

Ever since the beginning of the airline industry we have had a regular crew complement of qualified pilots, flight engineers, navigators, radio operators, and flight service attendants. We are about to embark on a revolutionary era with the introduction of turbo-prop and jet aircraft. This is not going to be the transition which we have experienced in conventional type aircraft. It is going to mean a whole new concept of larger, faster, more complicated equipment. Now, you would think that there would be more emphasis on qualified specialists but, as the previous speaker has told you, the programme of the aircraft manufacturers and the airline companies is directly the opposite.

There is actual evidence of cutting personnel. We say that economic questions and competitive questions have no place in our industry if they are going to jeopardize safety. We firmly believe that there is a specialist job for the pilot because he has the tremendous responsibility of being in control of the aircraft. Yet we find that on the Boeing 707, to which all U.S. and many foreign carriers have committed themselves, there are inadequate facilities for the flight engineer and the navigator, which leads us to believe that the manufacturers intend to eliminate the navi-

gator and the flight engineer, and the radio operators' functions. Douglas is also building the DC8 and we have in addition Lockheed Electra turbo-prop equipment.

I believe that the destiny of the airline industry cannot be left to the manufacturers and the airline companies alone. We appeal to this Congress to give us support to see that adequate safety measures are taken aboard aircraft. I think that the destiny of the air transportation industry should be in the hands of the airline workers, who best know the problems of the industry.

We should be, through the I.T.F., a strong voice, united among the pilots, united among the engineers, and united among the navigators, flight service, radio officers, and ground personnel, united to determine that this industry is not going to be left to the whims of the manufacturers and the companies. I think that we should take the opportunity at this time of getting our story across to the public. Certainly the public has a very keen interest in air transportation. I would request that the I.T.F. draft an appropriate letter and address it to manufacturers, expressing in that letter the policy of the I.T.F. in regard to crew complement and requesting a firm, positive answer from them. If that answer is not satisfactory, then I think we should take appropriate action, because it is only going to be at the insistence of the airline workers that adequate safety measures will be taken in future aircraft.

H. Hildebrand (German Transport and Public Service Workers' Union): Mr. President! Colleagues! I would like to take this opportunity of making a brief statement on the Report of the Fishermen's Section.

We have once again had to note with surprise that, during the last few months, the international shipowners have managed to deal with questions affecting our section on the national plane.

We are of the opinion that the time is fast approaching when it will no longer be feasible to settle fishermen's problems nationally. It therefore seems advisable to us that we should recommend to the I.T.F. Secretariat that it should call a conference, during the next two years, of the national fishermen's unions concerned in order that the principal problems concerning the industry should be frankly and thoroughly discussed. We ask our colleagues in other unions to support this recommendation.

W. Moreno (Chilean Maritime Confederation): I would like to refer to the mention made in the report of the problem of seafarers' identity documents. We in Chile attach particular importance to this question although we cannot travel internationally without a passport. Officers and crew members have to have passports because each time a ship reaches port they have to go ashore and show the documents required by the government concerned.

I would suggest that this Congress of the I.T.F. examine this question within the Seafarers' Section and that an agreement be reached concerning the steps to be taken in order to abolish this requirement. It appears necessary that governments should be satisfied with some

document indicating professional qualifications, with which seamen should be issued. This personal document ought to be sufficient to allow seamen to go ashore every time a ship anchors anywhere. If it were possible to abolish all the formalities connected with the issue of passports, it would be a considerable step in the right direction.

There is another point to which I should like to refer, namely the question of boycott action. We believe that when an organization affiliated with the I.T.F. is involved in a dispute concerning wage claims or claims of a similar nature, then the Federation should recommend the boycotting of those ships or industries which are engaged in the movement. This would result in such disputes in various countries—particularly in my own—being settled in a much shorter period than would otherwise be the case.

There is another aspect which I also wish to mention and this refers to port mechanization. At the moment, we in the Latin American countries have not been affected by this trend, but we are very concerned at the situation which might arise because once mechanization is developed the consequences in terms of unemployment will be particularly felt in the ports of Latin America, as well as in other industries. That is why we believe that this Congress should study carefully the problem of automation.

We are also much concerned in Chile at the way in which staff is being cut down. This is a problem with which all of us in Latin America are very much preoccupied.

In the merchant navy—the industry which I represent—we are currently faced with a situation which is extremely difficult and delicate. Every day, the employers are increasingly attempting to eliminate both officers and members of the crew itself. This, of course, has serious repercussions on the situation in the merchant fleet. The few crew members who are left on board have to do twice as much work and they naturally demand higher pay.

In my country, for instance, and in other countries too, the ship-owners are doing their best to eliminate doctors on board as well as other important crew members. We consider this to be one of the most serious problems facing our members. It is even more serious if one of our members falls ill, for there is not a single person to look after them on board. At present, there has to be a crew of at least thirty before a doctor is carried, but I feel that whatever the type of ship there should be at least one doctor or one person responsible for giving first aid. It should not be left to an officer who may know a little about medicine.

Mr. President, in conclusion I would like to thank you very much for the work which the I.T.F. has done on behalf of the various Latin American countries, both by way of direct aid and through the system of visits from our brothers in the transport field. Thanks to this assistance, we in the Latin American countries have been able to continue our campaign in both the economic and social fields.

M. Tliba (Union of Bizerta Naval Dockyard Personnel) : Mr. President and Friends ! May I first of all take this opportunity of extending to you fraternal greetings on behalf of the Tunisian transport workers and of wishing all success to this important Congress.

The activity of the I.T.F. has had fruitful results for the the transport workers of Tunisia, and the results achieved in this field have had a beneficial influence on the whole working population of our country. Thanks to the action taken by the I.T.F. during periods of national struggle, those colleagues who were arbitrarily dismissed by the Railway Company and the Sfax-Gafsa Company for political reasons have all been reinstated. With the removal of that injustice, the unity of the transport workers was enhanced and the Federation of dockers and transport workers was enabled to play an important and active rôle in the liberation of our country. In consequence, it was able to secure important gains in the social field. At present, we have a proper pension system, we have won the forty-hour week for the dockers, we have improved the dockers' standard of living by securing a wage increase of 150 francs per day and the introduction of various special allowances, such as dirt money, danger money, lay-off pay, and payment for particularly difficult or onerous work. Road transport workers too have benefited from improvements at least equal to those secured by the dockers.

Although the Tunisians were under foreign occupation, that did not prevent them from taking firm action in the social sphere and making progress in that sphere. Under the leadership of the Tunisian Workers' Union, the country's national centre, the Federation of dockers and transport workers is fighting courageously against despotism, injustice, and misery, and is firmly resolved to continue this struggle and to play its part in the general activity of the I.T.F. with the aim of securing, both in Tunisia and in Africa as a whole, a democratic régime guaranteeing freedom, prosperity, and dignity.

We note with regret the absence from this Congress of a delegate from Algeria—a country fighting for its freedom and independence. If trade union rights there had not been suppressed, you would see Algerian representatives among you today. For that reason, I believe that in the interests of free trade unionism this Congress should adopt a resolution strongly condemning the mass arrests directed against our Algerian brothers.

Before concluding, the Tunisian delegation promises that the trade union movement of our country will always continue to struggle actively and vigilantly. Tunisia has recently obtained its independence and this offers our Federation new opportunities of making a worthy contribution to international trade union action for social liberation.

As to the activity of Communist unions, particularly in the docks and the general transport field, this has been completely eradicated by our Federation.

The President : I would ask Brother Tliba to submit the text of the resolution which he mentioned in order that it can be considered by Congress. I now call upon Brother Cousins.

F. Cousins (British Transport & General Workers' Union) : Mr. President, Fellow Delegates! Firstly, I would like to express my appreciation, at this my first International Transport Workers' Congress, on hearing the very kind remarks made by the President about my old leader, colleague, and friend—Ernest Bevin. I think that the work which he did in the international transport workers' movement, and in fact in the

international movement as a whole, brought for him a real desire to act on behalf of all workers of all countries, a feeling of oneness with representatives of many lands. In the early stages, he had to do some of his work without much support. It was felt, as it still is in some quarters, that we have enough to do to look after our national problems. But it is recognized by most people who interest themselves in this type of work that national progress very frequently depends on international solidarity and international progress. In the past, we in Britain have often ignored this fact and it was therefore with some satisfaction that I heard that the representatives of international transport workers' unions recognize that my old General Secretary played a major part in altering that situation in my country.

Now I would like to refer to the work of the sectional committees. I have been a member of those for some considerable time and I would regard the work which they do as of great importance. They have looked after many matters, but you will notice from the report that attention at this time is being focused particularly on coordination. In the opinion of both the road and rail sectional committees, coordination and integration of transport should not be merely words. They ought to imply intentions.

In our country during the past few years, we have had an opportunity of seeing how coordination could work under public ownership of a great section of the transport industry. I could not say that the unions fully accepted the opportunities present. There were old inhibitions and old difficulties to be overcome. We went a tremendous way along the path of coordination and joint service use within the transport industry. Many facilities which were separate before public ownership were made common, and we used them to the advantage of both sections. Although the change of government has put a large section of transport back under private ownership, we have maintained very close contact between rail and road unions. I think we could also say that despite the fact that we obviously have sectional interests in many of our problems, our joint consideration of them has been of value to the people we represent. We have recognized too that many of the problems which have been tackled by the I.T.F. are of value to them.

When you talk of civil liability, of education and training facilities, uniform conditions of employment, they are all important; but we have to make decisions and have a considerable amount of talks, and the value of this appears if there is coordination at home.

In conclusion, I would recommend the section on coordination to the particular attention of Congress, and stress that in our national sections we should make of it something more than a phrase.

R. M. Salabarría (Cuban National Maritime Federation): The transport workers of Cuba are concerned at the tyrannical régime under which our neighbour, the Dominican Republic, is suffering, and at the threats of aggression against our country made by the Dominican press and radio (both controlled by the Trujillo dictatorship). In consequence, they have charged our delegation with the task of proposing to Congress, as a matter of urgency, that a maritime and air boycott be instituted

against the Dominican Republic unless, within four months of such a boycott having been decided upon, steps have been taken to assure trade union and public freedom in that country.

We ask that this should be treated as a matter of urgency because, during the last two months, the despatch of Trujillo agents into Cuba has been stepped up, and because it has become plain that ships and aircraft owned by Rafael Trujillo, but ostensibly operated by Dominican and foreign companies, are being used to carry international assassins, arms and money for the purpose of murdering labour and political leaders living in exile.

Recently, the Dominican ship *Fundación*, owned by Trujillo, was investigated by the New York police because it was suspected that Professor Jesús de Galindez of Columbia University had been murdered on board. Professor Galindez had just completed a book on the Trujillo régime when he mysteriously disappeared in New York on 12 March.

Recently too, the murderer of the Dominican labour leader Pipí Hernández, who was beaten to death in Havana in August 1955, has confessed to the Cuban authorities that he was ordered to commit the crime and paid for it by the Trujillo régime. As early as December 1950, another Dominican labour leader Mauricio Báez was murdered in Havana in circumstances similar to those surrounding the disappearance of Professor Galindez; in addition, at least two other prominent Dominicans have been assassinated in New York after having opposed Trujillo, and a further two in Haiti.

In its report of 7 June on the trade union situation in Latin America, the Executive Council of the A.F.L./C.I.O. expressed itself as follows: "We take this opportunity to reaffirm our solidarity with the democratic trade unionists of Venezuela and the Dominican Republic, the two remaining countries in the Western Hemisphere still under absolute, bloody dictatorships, where no semblance of freedom is permitted and whose democratic labour and political leaders are rotting in gaol or are forced to live in exile. We declare that the continuance of such tyrannical régimes weakens the political and moral stand of the family of American nations in our daily struggle against the Communist menace". At the same time, the A.F.L./C.I.O. urged "the Federal Bureau of Investigation to launch a vigorous investigation of the published charges that agents of the Government of the Dominican Republic are responsible for the kidnapping and possible murder here in the United States of the distinguished scholar, Professor Jesús de Galindez".

In a letter dated 19 June, in reply to an invitation to visit Dominica made by the General Secretary of the Trujillo-dominated organization known as the Dominican Workers' Confederation, Brother George Meany reminded him that "on 29 September 1950, a group of exiled Dominican labour leaders filed charges of violation of trade union rights with the International Labour Office. One of the signatories was Mauricio Báez, at that time living in exile in Cuba. Two days after these charges were published in the Latin American press, at the beginning of December, Mauricio Báez was kidnapped and nothing has been heard of him since."

The Executive Board of the I.C.F.T.U., meeting in Brussels a few days ago, decided to give full support to the struggle which has been

waged by all the peoples of Latin America to obtain trade union and public freedom in the Dominican Republic. Among the five points mentioned in its resolution is the following : "The Executive Board . . . instructs the General Secretary to consult with O.R.I.T., C.A.D.O.R.I.T., the I.T.F. and other organizations involved, with a view to considering the possibility of proclaiming a boycott of the Dominican Republic in which the I.C.F.T.U. and the above-mentioned organizations would closely cooperate."

The motion which I have submitted to this Congress is of such importance to the transport workers of Cuba that its adoption would be greeted with genuine emotion and would strengthen our faith in the democratic international labour movement. The absolute political power which the dictator Trujillo has enjoyed for twenty-six years has enabled him to become one of the richest men in the world. Among other things, he has a monopoly of the sale of milk ; of the production and sale of salt, fats and oils, cigarettes and matches, cement, beer, the National Lottery, air and sea navigation, etc., etc., whilst he is currently trying to gain complete control of the production and sale of sugar.

Thanks to these monopolies, the dictator is the biggest employer of labour in the Dominican Republic, and he naturally makes use of his absolute political power to persecute the workers, keep them at starvation level, and have them murdered if they revolt. This is an extremely dangerous example for the other countries of Latin America.

Alarmed at this state of affairs and by the direct threat of aggression against Cuba if it does not accede to Trujillo's demands, namely that exiled Dominican political and trade union leaders should be expelled and that the Cuban Press and radio should be prevented from denouncing Trujillo's crimes, the transport workers of Cuba consider that only a boycott which hits at the personal interests of the dictator would ameliorate the situation in the Dominican Republic, and thus remove both the threat to our country and prevent a bad example being shown to the other countries of Latin America.

I would therefore strongly recommend Congress to approve the emergency motion which I have submitted.

The President : I would ask Brother Salabarría to submit the text of his resolution. Brother Christensson !

J. Christensson (Swedish Transport Workers' Union) : I would like to point out that it is not apparent from the Report on Activities that during the period under review there have been relations with the trade unions of Yugoslavia. This was a period in which the international trade union movement should have collaborated against Russian interference. I myself have visited Yugoslavia together with other trade unionists and I very definitely formed the opinion that they would like to have far fewer connections with their old friends of the pre-1948 period and closer relations with us. At the Congress of the Yugoslav Transport Workers' Union, for example, a whole series of trade unions from the Western countries were in attendance, but not a single organization from the Eastern Bloc had been invited. Present at the Congress were representatives from the German Transport Workers' Union and from Belgian and Swedish transport and railway unions, and I have a

feeling that we missed an opportunity on that occasion, that it is a pity that the I.T.F. has adopted the attitude which it has done towards this problem. I feel that the policy of the various trade secretariats on this subject is wrong. Two of the trade secretariats have in fact already accepted Yugoslav trade unions as affiliates, and here I refer to the Miners' and Building and Woodworkers' Federations. I do not suggest that the I.T.F. should follow their example, but I think many of you believe that we should do something. We should at least try to prevent the Yugoslav unions from turning to the Communists once again.

I would like to refer, for instance, to our sectional conferences and to suggest that it might be possible to invite the Yugoslavs to send observers to these. I would like to remind Congress that we, at least, maintain regular transport services to Yugoslavia, our seafarers go there continually, and it might therefore be of some value to such members if we have some kind of relations with the unions there.

I would remind you too that Yugoslavia is becoming one of the big tourist centres of Europe and that in consequence workers in the inland transport field have to go to Yugoslavia. Supposing one of our members visiting Yugoslavia in the course of his work were in some difficult situation—were involved in an accident, for example—might it not be necessary for him to obtain help from a Yugoslav trade union?

I should therefore like to request the incoming Executive Committee to deal with these problems. I would like a resolution to be passed here that we give special consideration to these questions and that the Yugoslav organizations be invited to participate in sectional conferences, so that in due course we shall be able to really profit from such relations.

Z. Barash (Israel Seamen's Union): First of all, I bring greetings from the 550,000 members of the General Federation of Labour in Israel—and in particular from the Israeli transport workers' unions—on the sixtieth anniversary of the I.T.F. International solidarity in the I.T.F. is of major importance to the transport workers, who help to bring together nations, races, and creeds.

As our President said: "Throughout its sixty years' existence, the I.T.F. has paid particular attention to the maintenance of world peace, because the Federation considers peace to be among the most valuable of man's possessions. Even more important than peace itself, however, are justice, freedom, and human dignity."

It was the I.T.F. that stepped in vigorously after the London Congress, to have removed the hardships caused by the McCarran Act to our seafarers, many of whom faced the loss of their jobs because, as refugees, they had been born behind the Iron Curtain. May I, Mr. President, in the name of the Israel Seamen's Union, express our great appreciation of the work performed in this connection by the I.T.F. Secretariat.

May I also express deep appreciation of the action of the Liverpool dock workers, who displayed wonderful solidarity in their demonstration against the supply of weapons to Egypt. They understood that Egypt had only one object in acquiring the weapons and knew that the British Government would not be adding to its prestige or dignity by trying to outdo the Communist Bloc in stirring up the Arab war machine. It is the spirit of the I.T.F. which is guiding our brothers in Liverpool.

The eyes of the world are now focused on the Middle East. The Arab States surrounding Israel are being armed—mainly by the Communist Bloc. Whilst the mass of their workers live a life of misery, these States have concentrated their energies on preparing a war of liquidation against Israel. In Israel, on the other hand, free trade unions are constantly raising the workers' standard of living. Eighty per cent of the transport workers are organized, striving for peace, justice and human dignity. Road transport is mainly handled on a cooperative basis. We are now starting to operate ships on a cooperative basis.

It has always been the proud tradition of the Transport Workers' International to participate in the struggle for freedom of the seas and freedom of trade. This Congress should therefore strongly protest against the action of the Egyptian Government in maintaining a blockade of the Suez Canal. Israeli seafarers have suffered great hardships as a result of this wanton action.

Mr. President, on behalf of Israel's transport workers, I warmly welcome the initiative of our Finnish colleagues in submitting an important resolution for the consideration of this Congress. This resolution is worthy of the International Transport Workers' Federation, and the aim of preserving peace could not be better or more urgently expressed than in a resolution dealing with the Middle East.

L. Riaza (Spanish National Railwaymen's Union) : This is the first time that I have been at an I.T.F. Congress and I feel considerable emotion, for my presence here is the direct result of the death of a dear brother—the late Trifón Gómez.

I have the duty to extend very warm greetings to the I.T.F. Congress on behalf of the Spanish workers in general and the transport workers in particular and to remind you that in Spain we are still suffering under a dictatorship which has no place in the period in which we are now living. Hundreds of our brothers are in prison because the only "crime" they have committed is that of fighting for free trade unionism. I ask all of you here to remember that those who are still inside Spain expect you to take action on their behalf, because they are aware of what you have been doing for them up to now and what you are ready to do in the future.

I would have been very happy to have had the opportunity of discussing professional problems with you at this Congress, but unfortunately the Spanish transport workers were not able to send a strong enough delegation to make a real contribution in this respect. In our country there is only one profession, only one law : dictatorship.

In conclusion, I would like to express to you, the Executive Committee, and Brother Becu our very deep appreciation of the moral and material assistance which you have given to the workers of my country. When you are taking decisions on international questions, I ask you to remember the workers of Spain and their loyalty to the I.T.F.

T. Yates (British National Seamen's Union) : Mr. President and Friends, there are twenty pages of the report devoted to seafarers' activities. There is one item there which I feel is worthy of special mention at this plenary session.

In the first instance, I would like to congratulate the Special Officer and the Secretariat on the progress they have made against runaway-flag ships. I feel that this growing menace is one that, while we have not been so much concerned about it in days of full employment, we will certainly feel its weight if and when a depression ever hits any of the main maritime countries.

In 1939 there was less than one million tons of shipping belonging to Panama, Liberia, and Costa Rica ; now there are ten million. The reasons are probably known to everybody at this Congress. Primarily, it is to evade national taxation ; in some cases, safety standards ; and, at the expense of personnel, to depress wages and conditions. Up till now, shipowners and governments have been afraid to tackle this question, and whenever the seafarers have raised the issue nationally and at the I.L.O., it was felt that it favoured flag discrimination. More recently, because of new tonnage—approximately four to five million tons—shipowners in the maritime countries are beginning to be disturbed because this block of tonnage can, in time of depression, successfully compete with the best ships afloat.

The Seafarers' Section will, no doubt, determine what tactics the I.T.F. should adopt in the near future. However, my reason for taking the time of the plenary session is especially to thank our Dockers' Section and the transport workers in Europe, particularly in Scandinavia, and I would thank also our affiliated seafarers' organizations—the S.U.P. on the West Coast of America and, just recently, the East Coast unions in New York—for the successful picket line they threw around the "Olympia".

I hope, at our joint conference later this week, that the dockers will be able to see that the assistance they have given us will be more vital than ever in the near future. I should mention that the Dockers' Section, too, in Great Britain, as a result of their action in Cardiff and Glasgow, has successfully obtained large balances of wages and repatriation for Greek seafarers after they had been exploited by the Greek operators in New York.

It is eight years since Brother Lundeberg moved a resolution for a boycott in Oslo and, because we have not been able to move as fast as we would have liked, the seafarers, with the assistance of the dockers, have not been effectively able to deal with this question. And it is mainly for that reason that I hope that our dockers' unions will continue to give us the support which brought about the successful results that the Special Section is now showing. I think, too, that this is the time to make known to our Section the work that has been performed by the Special Officer and the amount that he has been able to bring in in funds to the I.T.F. for special seafarers' welfare.

Mr. President, I have not exaggerated the importance of this question and I hope, when it comes up at the joint conference, that our docker friends will give us the support that they have done during the last three or four years.

The President : Brother Becu would like to make an announcement.

The General Secretary : Mr. President, I feel obliged to make a last earnest appeal to delegates nominated to sit on the Resolutions Com-

mittee to hand in their names. Up till now, we have only received the names for Belgium, France, the Netherlands, and the United States. We still expect, before twelve o'clock, the names for Austria, Finland, Germany, Great Britain, India, Japan, the African group, and the Scandinavian group. As there is no further plenary session before the Resolutions Committee meets tomorrow, it is essential that we have the nominations in order that Congress can endorse them.

The President : I now call upon Brother Pequeno.

S. de A. Pequeno (Brazilian National Confederation of Land Transport Workers) : Mr. President and Fellow Delegates ! I would not have come back to this rostrum had it not been for the suggestion made to Congress by the representative of Cuba. I am referring to the resolution in which a boycott of the Dominican Republic is proposed. (*This refers to a resolution adopted by the Congress of the Cuban Confederation of Workers for transmission to the I.C.F.T.U., I.T.F., and other international labour organizations.*)

Gentlemen, you live very far away from our Latin American Continent. Some of you have known what dictatorship means. Others among you know what it means for a country to be occupied by a foreign power, and what that means to a people struggling for democracy. You are all in favour, just as I am, of fighting against totalitarianism—whether it be of the Left or of the Right. That is why the terrible things happening in the Dominican Republic must be discussed by this Congress.

Since 1930, Trujillo has held the Presidency of the Dominican Republic by force. By February of that year, he had absolute control of the country and, ever since, his despotic régime has been characterized by economic exploitation and political slavery. During that period, Trujillo has carried out a whole series of actions against the working class.

In the year 1930, the Dominican Confederation of Workers, which had only recently been established but already had a magnificent history of struggle on behalf of the working class and political freedom, organized a workers' demonstration in the Dominican capital. As a reprisal, Trujillo levied a whole series of heavy taxes on the workers. Since they are paid extremely low wages anyway, this means that they suffer doubly. Trujillo has also established penal colonies in various parts of the country which are in no way different from the concentration and forced labour camps which exist behind the Iron Curtain. He has also become a big industrialist by the simple expedient of establishing monopolies in almost all commodities. We have already heard details of the crimes which he has committed, not only in his own country, where workers and trade union leaders have been murdered, but even abroad. In this connection, the I.C.F.T.U. has submitted a complaint to the Committee on Trade Union Freedom of the International Labour Organization.

Gentlemen, the I.T.F., because of the international prestige which it enjoys, cannot remain deaf to the appeals for help from the workers of the Dominican Republic. And that is not all. In Venezuela, too, there has been a dictatorship for years. Four hundred trade union leaders are languishing in Venezuelan prisons, where they have been thrown without

trial. We hope incidentally that, at its meeting in November, the Governing Body of the I.L.O. will condemn these actions by the Venezuelan Government.

These are the reasons why I have come to the rostrum again. In addition, Trujillo is acting in the most cynical manner. At one point, he even went so far as to invite a committee of investigation to his country, but then it turned out that the committee would not be allowed to visit Santo Domingo.

A British trade unionist, Mr. George Woodcock, who visited the country had this to say: "I am quite convinced that in the present circumstances the Dominican Confederation of Workers cannot be a free, independent trade union organization. The few observations I made, nevertheless, do not permit me to make an absolutely definite statement about the real characteristics of the trade union movement and, in view of this, I think that the trade union movement as far as I can judge is nothing but a mere organ in the hands of the dictator." I believe with Mr. Woodcock that this is the real situation as far as I can judge it.

Gentlemen, I have taken a deal of your time in drawing attention to this problem. I do not wish to tax your patience, but I would like to point out that you have before you a document (*issued by the Cuban Confederation of Workers*) which details the crimes committed by Trujillo. It would not be compatible with the honour of the I.T.F., it would not be compatible with the democratic principles of our organization if this Congress were not to support, wholeheartedly and enthusiastically, the boycott of the Dominion Republic directed against the dictator Trujillo.

The President : Brother Kummernuss !

A. Kummernuss (German Transport & Public Service Workers' Union) : Mr. President and Friends, I should like to thank Brother Christensson for having raised the question of the Yugoslav trade unions. However, before I say a few words on this subject, I would like to introduce myself to the extent that this may be necessary.

In the year 1933—and Brother Oldenbroek is here to bear witness to this—I immediately placed myself at the disposal of the I.T.F. for underground work and continued with that work until the day I was arrested. I spent a number of years in German concentration camps and prisons and may therefore consider myself as absolved from any suspicion of liking any kind of dictatorship. Our experiences have been too bitter and the consequences of them too far-reaching, not only for Germany but for the whole world, for anyone to expect that we would support a dictatorship of any type.

When I think of the words which were spoken both yesterday and today against Communism, against Russia, then I am forced to the conclusion that we have missed an opportunity in the struggle against Communism, namely the opportunity of giving support to the Yugoslav trade unions after they have definitely broken away from the World Federation of Trade Unions and now have no political connection whatsoever.

I am constantly astonished to see that at all Yugoslav trade union congresses representatives of almost all European trade union centres are present. I am extremely glad that this should be so, but unfortunately

I do not see any results yet. I understand, of course, why our friends of the I.C.F.T.U. are careful but we must ask ourselves whether the time has not arrived for us to re-examine our attitude towards the Yugoslav trade unions.

During the last three years, I have been to Yugoslavia on three occasions and I must tell you, friends, that discussion there is no less free than in our countries. It is carried on so openly and honestly—and I mean by ordinary workers—that we can only rejoice that it is so. The election of trade union officers is just as free as in our countries.

I myself have visited factories and have discovered that in some of them only twenty or twenty-five per cent of the workers employed there are members of a trade union, a sign that membership of the Yugoslav trade unions is completely voluntary.

There are many things about the political system there which may not please us—I myself do not like some things either—but the important thing for me is that there exists a trade union movement to which we can speak freely, in which the members are free to take decisions for themselves and to elect whom they please, whether it be a member of the party or someone who is not in the party at all.

I do not wish to move any proposal here. I would only like to say that we should seriously examine whether we can maintain our present attitude towards the Yugoslav trade unions. If we do that honestly and in a friendly manner, then I am sure that we will have to revise our opinion.

Since I am at the rostrum, I would also like to say a few words on a subject which is not mentioned in the Report on Activities, namely the question of youth work. I am of the opinion that the time has now arrived when free trade unionists, and that means in the international field as well, should give greater attention to the problems of youth. If everything that has been said on political subjects in the last two days is correct, and I believe it is, then I would like to pose the question whether or not our I.T.F. Congresses should occupy themselves exclusively with professional problems. Professional problems are, of course, important; that is why we are here. But how can we discuss such questions properly if the young people of the future generation are not being attracted ideologically to the trade union movement? I know that in some countries the national unions are doing a great deal on this subject and I would like to say from my own experience of what we in Germany are doing in the field of international youth camps that there is something particularly moving in the fact that these young people, when returning to Italy, Britain, Switzerland, Holland, or Scandinavia, after a fortnight's course, come to say good-bye with tears in their eyes and ask: "Why can't we meet again? Why can't we exchange views more often and act together in the political field to prevent what once happened in the world from taking place again?"

The will to do so exists among the youth of the world; we have only to direct it. I hope that when we meet here in the future and discuss this problem in all its aspects we will recognize that peace and freedom can only exist in the world if we older people educate youth in our Socialist way of life and make of them fighters for freedom, in order

that we shall not repeat the experience of seeing the capitalist international triumph over the workers' international. [*Loud applause.*]

V. Conde (Colombian National Union of Aviation Workers) : I bring greetings from the aviation workers of my country, a country which is relatively new and which tomorrow celebrates 146 years of independence. At present, the only organization which is affiliated to the I.T.F. in our country is that of the civil aviation workers. We have carried out a tremendous task since 1941 and I should like briefly to mention some of our achievements.

For instance, when the pilots in a number of countries were still working ninety-five flying hours per month, we in Colombia managed to have hours reduced to eighty. We have also recently concluded an agreement with Avianca, in which we obtained improvements in wages and salaries, a reduction in working hours and in flight time on international operations.

Our organization in Bogota, the capital of our country, is willing to place all its resources at the disposal of the I.T.F. in order to enable the Federation to carry on its work effectively in Colombia. In this connection, we should like to mention the extremely efficient work which is being carried on from Mexico by Brother Lorenzo Martinez, who, as I have said on previous occasions, is one of the best workers in this field in Latin America.

In our country, we have passed through many difficult situations. Until 1953 we lived under the Gómez dictatorship, but in that year the army intervened and took over the Government and, as a result, we are now in a position to act as free agents once again.

As regards the specific problems of civil aviation, such as dual-capacity working, we in Colombia are also facing the same kind of difficulties. That is why I should like to suggest that the Executive Committee should see to it that joint meetings are held between the I.T.F. and I.A.T.A. in order to try to achieve some settlement of this question within the International Civil Aviation Organization.

Gentlemen, I do not wish to take up the precious time of Congress by repeating the many points made by our brothers from Brazil and Cuba in support of the proposed resolution calling for a boycott of the Dominican Republic. I would, however, like to make the point that we as workers must fight not only for justice as between employers and workers but also as between governments and workers. We believe that the trade union movement must fight with all the resources at its disposal against the dictatorships which have been established in the countries of Latin America.

A. Kazakos (Panhellenic Seamen's Federation) : Fellow delegates, in the name of the Greek delegation, I wish to congratulate the I.T.F. most warmly on its constructive work during the years 1954 and 1955, work which is reflected in the report prepared by its Secretariat. I would particularly like, in the name of the Panhellenic Seamen's Federation, to congratulate the Special Seafarers' Section on the efforts it has made and the very considerable results which it has achieved. In this connection, we would especially like to commend the special officer, Brother

Lawrence White, for the rôle which he has played in developing the activities of this Section. In New York, for instance, thanks to the work of the I.T.F. and the assistance of the American unions, the ship *Olympia*, sailing under the Liberian flag, was obliged to sign an agreement, grant a ten per cent increase in wages, and to comply fully with the policy laid down by the I.T.F. This successful action followed a strike by the Panhellenic Seamen's Federation in Piraeus.

The Greek delegation strongly supports the proposal made by our Tunisian colleague that Congress should protest against the persecution of free trade unionism in Algeria. At the same time, however, I think that this proposal should be coupled with a protest against the persecution of free trade unionists in Cyprus. According to a statement made by a British Government delegate at the Thirty-Ninth Session of the International Labour Conference, 112 Cypriot trade unionists, including the General Secretary of the T.U.C., Brother Pisas, who is a member of the I.C.F.T.U. Executive Board, have been detained in prisons, in concentration camps, without any specific charge having been made against them. We would like to take this opportunity of extending our heartfelt thanks to the British trade unions for the resolution they have adopted in favour of self-determination for the Cypriot people, as well as to the International Confederation of Free Trade Unions, whose President is our General Secretary, Brother Becu, for the steps taken to secure the release of Cypriot trade unionists and patriots.

The President : We have now come to the end of the list of speakers on the Report of Activities. I have allowed the discussion to develop freely in order that the world-wide character and effectiveness of I.T.F. activities should be underlined. There could be no better evidence than the discussion itself of just how effective and enduring the work of the I.T.F. throughout the world has been and will be in the future. I would like to propose that we should now receive the report of the Credentials Committee before adjourning the Congress and I call on Brother Dekeyzer to present it. On Saturday, Brother Becu will be replying to the discussion and we will then have to take a vote on the Report on Activities.

R. Dekeyzer (Belgian Transport Workers' Union) : Mr President and Colleagues ! When we look at the Report on Activities for the last two years, I believe that all the unions affiliated with the I.T.F. have cause to congratulate the Secretariat on the splendid work it has done. That applies not only to activity in the so-called economically underdeveloped countries, but also to that in the industrial countries of Europe and North America. It was thanks to the spirit of the I.T.F. that help could be offered to the civil aviation workers of North America. It was thanks to the I.T.F. that a success was achieved in respect of the war service gratuities due to exiled Polish seafarers. These are but two examples of successful interventions by our Federation. May I also add that it is the I.T.F. which has at long last succeeded in getting the I.L.O. to set up a committee of experts on fishermen's problems. On this I would ask that the necessary steps should be taken by the Secretariat to ensure that, at the 1958 International Labour Conference, we shall at long last be able to discuss social questions affecting fishermen.

The dockers, too, have not been forgotten and, apart from the conferences held during the two years, we have already had one I.L.O. Committee of Experts on the safety of dock work and a second will be held at the end of this year.

As regards relations with the I.L.O., I think we should look into the matter of meetings of the industrial committees and I believe that this will be raised by our organization at the joint meeting of the Railwaymen's and Road Transport Workers' Sections.

Most of the money of the I.T.F. and the time of the General Secretary and his staff has been spent on regional activities. On behalf of our organization I can only congratulate him on this. It has been a splendid job of work, a task which should be not only continued but intensified. This naturally requires more money and that is why we have tabled a resolution calling for an increase in affiliation fees. Let it be understood by all transport workers that the I.T.F. is fighting not only for an improvement in the standard of living of its affiliates, but is also one of the standard-bearers in the struggle for freedom and peace. I am sure that we will win that struggle if we are all united in it.

The President : I believe that Brother Dekeyzer must have misunderstood me. I actually wanted him to present the Report of the Credentials Committee. Is it not ready yet ?

Brother Becu will now make an announcement regarding the composition of the Resolutions Committee.

The General Secretary then announced the following nominations, which were approved by Congress, for membership of the

RESOLUTIONS COMMITTEE

African group	...	...	...	L. Agonsi.
Austria	...	...	...	A. Thaler.
Belgium	...	...	...	G. Hendrickx
Finland	...	...	...	N. Wälläri.
France	...	...	...	F. Laurent.
Germany	...	...	...	A. Nicolaisen, W. Kiesel.
Great Britain	...	...	...	H. Tanner, H. Joyce.
India	...	...	...	J. Soares.
Japan	...	...	...	I. Nonoyama.
Latin American group	...	...	...	S. Pequeno, W. Moreno.
Scandinavian group	...	...	...	J. Jensen, S. Klinga.

The President : We have now reached the end of today's proceedings. Congress will resume its work at 9.0 a.m. on Saturday morning.

Congress then adjourned until Saturday, 21 July.

Saturday, 21st July, 1956

Morning Session

AMENDMENTS TO THE CONSTITUTION OF THE I.T.F.

REPORT ON THE CREDENTIALS COMMITTEE

FINANCIAL REPORT

AFFILIATION FEES

The President opened the session at 9 a.m. On behalf of the Congress he thanked the Lord Mayor of Vienna for the reception given to delegates on the previous evening. He then went on to announce that Brother Leuenberger, President of the Swiss Union of Transport and Commercial Workers, had presented a painting of the port of Rotterdam to the I.T.F.

Finally, the President called upon the General Secretary to read two telegrams of greetings to the Congress.

The General Secretary then read a telegram from Brother Michael Quill, of the Transport Workers' Union of America, expressing his regret at being delayed by the problem of railway lay-offs resulting from a nation-wide steel strike and expressing the hope that he would be present before the Congress ended, together with a telegram of good wishes from the Reykjavik Seamen's Union.

The President: On behalf of the Congress I would like to express appreciation of the greetings contained in these two telegrams.

I am of the opinion that we should conclude Item 5 of the agenda on Tuesday next. Does Congress agree to this procedure? I hear no objection so we shall proceed accordingly.

We now come to Item 6

AMENDMENTS TO THE CONSTITUTION OF THE I.T.F.

This item will be introduced by the General Secretary. I would draw the attention of delegates to the fact that the item is dealt with in Document C.3. Brother Becu!

The General Secretary: I understand that it is the wish of the President that each proposal should be discussed separately. You have before you five proposals with regard to amendments to the Constitution. There is one general remark I would like to make which does not clearly appear in the document before you and which I feel you would like to know of, namely that these proposals have been unanimously put forward by the Executive Committee.

With regard to the first proposal on voting strength, which is the result of a discussion which took place during the London Congress and which contains a suggestion made by the then Credentials Committee, the Executive Committee has given very careful consideration to that suggestion. However, the Committee could not see its way to making a clear-cut proposal to Congress because of the complicated problems

involved. There were no proposals before the Executive Committee either by the Credentials Committee of the 1954 Congress or by any affiliated organization.

You have a recommendation by the Executive Committee which suggests that the Constitution should remain as it stands today until a more realistic solution can be found. The Committee was further of the opinion that interested organizations should try to put forward a workable proposal but was also of the opinion that this very important question would probably be discussed on a regional basis once we have set up regional organizations. That, however, does not exclude proposals made in the meantime from receiving very careful consideration by your Executive Committee.

The President : You have heard the explanation of Brother Becu. Does anyone wish to speak on this subject? That is not the case and we will therefore take a vote. I ask those in favour of retaining the present situation until a new solution more in keeping with the facts is found, to raise their hands. Those against? Abstentions? I therefore declare the proposal of the Executive Committee adopted unanimously.

I now call upon Brother Becu to continue.

The General Secretary : The second proposal concerns representation by proxy. I do not think, Mr. President, that I have anything to add to what is already in the report. It is as clear as it could be and there are no further complications in this regard.

The President : Those in favour of the proposal of the Executive Committee? Those against? Abstentions? This proposal, too, is unanimously adopted.

I ask Brother Becu to introduce the next point.

The General Secretary : I would like to suggest that we now deal with the proposal regarding the General Council.

I suggest that we take this proposal first because it has, and will have, a direct bearing on that with regard to the Executive Committee. Your Executive Committee is of the opinion that the amendment with regard to the composition of the Executive Committee could only be put to Congress if and when the proposal concerning the composition of the General Council is adopted, namely that the Constitution of the I.T.F. should no longer lay down that the General Council **must** meet between two Congresses. In the opinion of your Executive Committee, experience shows that meetings of the General Council between two Congresses cannot always be justified. It happens that there are no substantial or important problems to be discussed, whilst on the other hand such a meeting of the General Council is a very heavy financial burden on your International. The Executive Committee hopes that Congress will agree that there should be no compulsion in the calling of a General Council Meeting between two Congresses, but that it should be left to the wisdom of your Executive Committee to convene such a meeting if and when that is deemed necessary. In other words, if you agree with this proposal, the number of Executive Committee members could be expanded and brought up to that which is suggested under the proposal on this subject.

The President : Does anyone wish to speak on this ? That is not the case. We will therefore take a vote. Those in favour of the Executive Committee's proposal ? Those against ? Abstentions ? The Executive Committee's proposal is adopted with four votes against.

I ask Brother Becu to continue.

The General Secretary : For a considerable time the Executive Committee has had in mind the question of extending the number of members of that Committee, for the very simple but important reason that the Executive Committee should comprise representatives from all parts of the world where the I.T.F. has affiliated organizations. The Constitution as it stands today is in that respect the Constitution which was in operation before the war, i.e., at a time when the I.T.F. was largely composed of European organizations only. However, owing to the rapid development of our International after the war and to its having become a really world-wide organization, the Executive Committee feels very strongly that brothers from those other continents should also be represented on the Executive Committee.

Once that principle had been agreed to, further consideration had to be given to the way in which it could be done. That was no easy matter. In fact, the solution which is before you is to a certain extent one which can only be considered as of a temporary nature. The reason for that is that the Executive Committee could not see its way to allowing the affiliated organizations in the various countries to appoint themselves or to make nominations to Congress. As you will have noticed, very few organizations from three continents, namely Asia, Africa, and Latin America, are financially in the position to attend Congresses, and it would not be wise in the opinion of the Executive Committee to let nominations be made by the few representatives from these continents who from time to time are able to attend the Congress.

It would also be an easy matter if we already had in operation the regional organizations, which could themselves discuss representation on the Executive Committee before Congress is held and to a certain extent make the necessary nominations for Congress to consider. As you know, however, our regional organizations are still far from being in operation and it is going to take some considerable time before they are. The Executive Committee, however, felt that we should not wait any longer before giving adequate representation on the Executive Committee to these other parts of the world. Consequently, the Executive Committee could offer no other proposal than to co-opt brothers from these various continents on to the Executive Committee and to have them so co-opted by the duly-elected members of the Committee.

The proposal, therefore, is that we should extend the Executive Committee by up to four members, the number four having been chosen in order to cover the continents which now have no representation.

It may be that your Executive Committee will find that three would be enough, but we could go as far as four. We do not know yet what will be the opinion of the newly-elected members of the Executive Committee with regard to the procedure of co-option. However, the present Executive Committee has suggested that these members should only be co-opted in consultation with the affiliated organizations in the conti-

nents concerned. In other words, it should not be left entirely to the judgement and wisdom of the Executive Committee. The affiliated organizations concerned should have a strong say in the matter.

The President : Does anyone wish to speak on this proposal ? That is not the case, so we will take a vote. Those in favour of the Executive Committee's proposal ? Those against ? Abstentions ? The proposal is adopted with three abstentions. Brother Agonsi !

L. Agonsi (Railway Technical Staff Association of Nigeria) : Mr. President and fellow delegates, I would like to say that I am very happy with the proposal made by the Executive Committee, but I should like Congress to consider the deletion of a few words in the proposal, namely "and at the discretion of".

I am not saying this will not be used wisely but I am not too happy about it as we have experienced how discretion is used by governments and I would therefore like Congress to take these words out.

The General Secretary : If I understand Brother Agonsi correctly he would like to have the words "and at the discretion of" deleted in the recommendation, which would then read : "The Executive Committee should be enlarged by up to four members to be drawn from appropriate regions and co-opted by the method of secret ballot." Is that correct ? [*Agreement from the floor.*] Well, we can leave it as a proposal.

The President : Is Congress in agreement with that ? I hear no objection. Brother Barash !

Z. Barash (Israeli Seamen's Union) : I suggest that the co-option by the Executive Committee should take place and then be approved at the first meeting of the General Council so that we then have the approval of the General Council as a whole.

The General Secretary : I don't think that is possible. I don't think that there would be any objection on the part of your Executive Committee with regard to the procedure suggested if it were a practical one but I am afraid it is not.

The General Council will meet normally immediately after Congress. That would mean that the Executive Committee would have to meet not only before the General Council but would also have to consult with all the organizations of the various continents concerned—and that is just not possible. If the Executive Committee, since it is going to meet immediately after Congress, has to consult after the recommendation and, after having then already made up their minds, still have to submit it to the General Council Meeting, then either a special General Council Meeting would have to be called or you would have to wait for the next meeting two years later. Therefore I venture to suggest that the proposal is not a practical one.

The President : Then we will proceed in the following manner with the amendment of Barash and the proposal by the Executive Committee. Is the Congress agreed that the recommendation of the Executive Committee with the deletion of the words "and at the discretion of" shall be accepted. I ask those in favour to raise their hands. Votes against ? Abstentions ? The proposal is accepted with seven votes against.

Now, does Brother Barash withdraw his proposal ? [*Brother Barash agrees to do so from the floor.*] The proposal is withdrawn so the matter is now cleared up.

We must now vote on the whole proposal which you have before you in writing. In other words, we must vote on the recommendation of the Executive Committee that four members from the regions concerned are to be co-opted on to the Executive Committee. Those in favour of the new proposal with the deletion of the words "and at the discretion of" ? Those against ? Abstentions? [*Cries from the floor of "majority".*]

The General Secretary : I am afraid there is a little misunderstanding. Brother Agonsi asked to speak when a vote had already been taken and I can only imagine that he asked to do so because the interpreting went a little slower than the Chairman expected. If that had not been the case, Brother Agonsi would not have had the right to speak and propose an amendment but since the Chairman allowed him to speak and put forward his amendment we should first vote on the amendment now and the amendment is to delete the words in the recommendation "and at the discretion of" and on that amendment we shall vote. If that amendment is rejected then the recommendation stands as it is and if the amendment is accepted we still have to vote on the whole of the recommendation as it is.

The President : Those in favour of the amendment of Brother Agonsi ? [*At this point Brother Hildebrand asked to take the floor.*]

H. Hildebrand (German Union of Transport and Public Service Workers) : Like the General Secretary, I believe that there is a certain amount of confusion in the Congress. I am also of the opinion that there is some confusion on the platform. I presume that the misunderstanding is one of language rather than of fact.

What have we done ? According to the recommendation of the Executive Committee we have re-elected a General Council, but this General Council has no power to decide if it may meet during its period of office. That has to be decided by the Executive Committee.

We have just had an amendment. But we have already decided by a majority to accept the recommendation of the Executive Committee. Now, however, we have this amendment which proposes that the General Council shall approve this proposal during its period of office. I would like to ask when the General Council will have the opportunity to give its approval if the decision lies with the Executive Committee. [*The General Secretary pointed out that this proposal had been withdrawn.*] We weren't told about that, however. We have just voted on this proposal and I am of the opinion, as are many other delegates, that we have taken two negative decisions. I therefore request a factual and correct presentation of what has happened.

Brother Pequeno then asked to take the floor.

S. de A. Pequeno (Brazilian Confederation of Land Transport Workers) : I don't seem to understand the discussion going on this morning, so I would like Brother Becu if possible to clarify the situation and tell me how one proceeds in choosing the members of the Executive Committee which represent the European countries. I shall listen to Brother Becu's answer so that I can make up my mind.

The General Secretary : I will speak in French so that Pequeno understands me better. There are perhaps doubts in the minds of some of you, particularly our brothers from Latin America, as to the procedure followed in accordance with the Constitution regarding the election of the Executive Committee.

The I.T.F. Constitution envisages the election of members of the Executive Committee from among the members of the General Council. The number of members of the Executive Committee must be equal to at least one-fourth of the members of the General Council. The General Council at present is made up of thirty-three members.

The last I.T.F. Congress accepted a proposal by the Executive Committee to elect ten members, more than a quarter in other words. This was therefore a special decision which had to be taken by the Congress itself.

The proposal of the Executive Committee, which was distributed to you this morning, regarding membership of the General Council envisages forty-one members of the Council. A proposal will also be made to you in good and due time that the Executive Committee be composed of ten members. This means, in other words, one-quarter of the members of the General Council as envisaged by the Constitution. Once these ten members of the Executive Committee are elected by Congress, by secret ballot vote, according to the amendments proposed by the present Executive Committee, that Committee will have the right to co-opt up to four other members. In other words, members who will sit on the Executive Committee so as to ensure that certain continents where the I.T.F. has affiliated organizations are represented.

Now, this will take place if these continents are not already represented on the Executive Committee, by secret ballot vote, and will not be covered in the ten members elected by Congress.

I now come to the statement by our friend Hildebrand. I agree with him that there is some sort of confusion. We had already voted on the Executive Committee's proposal before Brother Agonsi asked for the floor. But both the President and myself agreed that he should have the right to speak because we were of the opinion that he had not quite understood the question when we voted for the first time.

May I suggest to Congress that we forget the first vote which took place and that we consider the two amendments which were suggested. The first is that of Brother Agonsi, which consists in deleting certain words in the proposal of the Executive Committee.

The second was suggested by Brother Barash of Israel, which envisaged approval by the General Council of any decision taken to this end by the Executive Committee. After the explanation which I gave, Brother Barash withdrew his suggestion. So we only have one amendment left, that which was put forward by Brother Agonsi. When Brother Agonsi took the floor, I suggested that in my opinion the Executive Committee saw no drawback in accepting this proposal.

Now, may I somewhat anticipate the decision which the President will have to take and say that in my opinion we have first of all to vote on the amendment suggested by Brother Agonsi and then on the proposal of the Executive Committee.

The President : We will now try to get out of the impasse [*laughter*]. I will now take a vote on the proposal by Brother Agonsi to delete the words "and at the discretion of" from the Executive Committee's proposal. Those in favour? Those against? Abstentions? Brother Agonsi's amendment is rejected by a large majority.

We now have to vote on the proposal of the Executive Committee itself. Those in favour? Those against? Abstentions? That is approved with seven votes against. Brother Pequeno!

S. de A. Pequeno (Brazilian Confederation of Land Transport Workers): On a point of order. I voted against the proposal because I am against any discrimination in principle. I do not understand how Congress should be able to elect members from the European countries to the Executive Committee in such a way.

Now, as regards Latin America and Asia, the organizations concerned are only to be consulted if a seat is given to those countries on the Executive Committee. In my opinion this renders the procedure much more difficult. My colleagues from Latin America and myself have credentials as delegates and as such have full rights and full powers. What could be done is for our colleagues from Latin America and from Asia to get together and themselves submit to Congress the names of the candidates put forward by each of these different areas for the Executive Committee. These gentlemen, however, don't want to accept this principle. If you agree to the document drawn up by the Secretariat this will render our task much more difficult. I believe that an international organization should never encourage any type of discrimination within itself and that is why I am speaking against the proposal, because we are displaying such discrimination in giving the workers in European countries preferential treatment as compared with those in the Latin American and Asian countries. That is why I voted against the proposal.

The President : Brother Pequeno has expressed fears which are completely incompatible with the character of the I.T.F. I would like to point out that Congress is a sovereign body. After careful consideration it has taken its decision and that must stand. But we can assure Brother Pequeno that there will never be any discrimination on the part of the I.T.F., under any circumstances or against any country. The best proof of that was given in Thursday's discussion. The fears of our colleague from Brazil are therefore unfounded.

The General Secretary : I think Brother Pequeno has not yet seen the scope of the Executive Committee's proposal. What we want to do is exactly the opposite of what he thinks we are trying to do.

A considerable majority of delegates to this Congress have come from continents which are not those with which we are dealing or which are in question here. Membership from all continents is envisaged on the General Council. All these brothers will consequently have the right to submit candidates either before Congress or the Executive Committee. That has always been the case. There has never been any kind of discrimination. However, in case such brothers, owing to the fact that they are so weakly represented in our Congress, were not to be elected to the Executive Committee, the proposal which has just been made by the

Executive Committee envisages that members for such continents should be co-opted. And I believe that that is a real concession made by this Congress to ensure world-wide representation on the Executive Committee.

The President : I have nothing to add to the remarks made by the General Secretary. We now have to vote on the Executive Committee's proposal regarding the Assistant General Secretary. I ask those in favour of this proposal to raise their hands. That is approved with one vote against.

The General Secretary : There is one addition to be made in the document on Page 5, namely with regard to the wording of the new text of the Constitution. You will find in Amendment 16 on Page 5, "The Executive Committee shall be convened by the Secretariat at least . . . times per year." The number of times the Executive Committee should meet per year is not mentioned and the Executive Committee suggested that it should be at least twice, so will you please fill in the words "twice per year" at the bottom of Page 5.

The President : Does Congress agree to this? [*Agreement from the floor.*] We now have to vote on the whole set of amendments to the Constitution as set out on Pages 5 and 6 of the document before you. I ask those in favour to show. Those against? Abstentions? The amendments to the Constitution are adopted with one abstention.

I now call upon Brother Bialas to address you. He is the President of the International Centre of Free Trade Unionists in Exile.

F. Bialas (President of the International Centre of Free Trade Unionists in Exile) : Mr. President and brothers, I would have been very happy had I been able to speak to you as a delegate of the trade unions of my country, Poland, and I would have been very happy also to see brothers from Rumania, Bulgaria, Czechoslovakia, and from the Baltic and Ukrainian countries present at this Congress of free transport workers. Unfortunately the workers of those countries can neither freely choose representatives nor decide if they wish to belong to the trade unions they have chosen. The voice of millions of workers in the Communist countries is being silenced, but it is still heard by their brothers who are grouped in the International Centre of Free Trade Unionists in Exile of which I have the honour to be President.

I should like to express to you on behalf of the Centre which I represent our thanks for the invitation you have extended to us in order that we may be able to draw your attention to the situation under which the workers behind the Iron Curtain are living. The recent uprising in Poznan demonstrates just how intolerable the living conditions of the workers have become. The Communist régimes have not been able to prevent outbreaks of hatred which have been expressed in spontaneous action by workers, who left the factories and joined the movement in the streets. The people of Poland want enough to eat and they want to see the promises of nationalization and democratization become realities. They want freedom. The suppression of the workers which took place in Poznan showed what really goes on inside the so-called People's Democracies. We, for our part, want to make sure that the blood which

flowed in Poznan did not flow in vain. We now know what to believe when the Communists make statements regarding liberalization and the new democracy.

We must further our desire to support the free workers behind the Iron Curtain not by making concessions towards the Communists but by firmness. The Communist Ambassador of Poland recently declared in London : "We are much in favour of the recognition of the freedom of the people, including the freedom of speech, work, and association." Such statements, however, are meaningless so long as the Communists continue to impose their régime on the peoples of Eastern Europe. The free world must see to it that those peoples have the right to dispose of their own destinies through free elections, by the election of governments which really reflect the will of the people.

A year ago, here in Vienna, when the I.C.F.T.U. Conference was held, the solidarity of the free workers with their brothers behind the Iron Curtain was solemnly pledged. The workers in our countries know that they can count on that solidarity. The transport workers there are watching the work of this Congress with hope.

A few weeks ago the transport workers of Poland openly demanded the independence of the trade unions *vis-à-vis* the Communist Party. Does not this fact require our full attention ? The wave of discontent is growing bigger and bigger. It will be difficult for the Communists to hold it back. They will be forced to make concessions to the workers, whether these be in the field of wages or of working conditions. That is why we free trade unionists in exile are fully conscious of our duty towards the workers of our countries who are fighting for respect of human dignity and for their standard of living, and who ask that the free world give us on their behalf reason for hope.

On behalf of the International Centre of Free Trade Unionists in Exile, I should like to transmit to you the fraternal greetings of our organization and best wishes for the success of your Congress.

The President : I would like to thank Brother Bialas for his address. I can assure him in the name of Congress that the I.T.F. will never forget the oppressed peoples and even less the oppressed working class. It will always be ready to give its help wherever and whenever that is possible.

Another telegram has just arrived and I will ask Brother Becu to read it to you. [*The General Secretary then read a telegram from the Indonesian Railway Workers' Union wishing all success to the Congress.*] We are grateful for the fraternal greetings from our Indonesian friends.

I think that the time has now arrived for the Credentials Committee to present its report if this is now ready. Is Brother Dekeyzer present ?

REPORT OF THE CREDENTIALS COMMITTEE

The Credentials Committee, composed of R. Dekeyzer (Belgium), D. N. Secord (Canada), R. Lapeyre (France), O. George (Germany), T. Nishimaki (Japan), M. Trana (Norway), and W. J. P. Webber (United Kingdom) met on Wednesday, 18 July, 5 p.m. and Thursday, 19 July, 5.30 p.m. and elected R. Dekeyzer (Belgium) as Chairman-Rapporteur.

Inspection of the credentials showed that so far 202 delegates had arrived accompanied by 38 advisers. They represent 86 transport workers' unions of 32 countries and an aggregate membership of about 3,800,000.

Two unions have appointed proxies, namely the Israeli Railway-men's Union, which is represented through the Israeli Seamen's Union, and the Polish Association of Merchant Navy Officers in Exile, through the British National Union of Seamen.

The Committee inspected a list showing the financial status of affiliated unions with the I.T.F. There were a number of cases in which unions were not in full compliance, but in accordance with precedent and practice, the Committee unanimously agreed to exercise some discretion and to seat delegates according to the merits of each case, after interviewing the delegation concerned.

The Committee established a list showing the voting strengths of delegations in case of recorded votes. Rule VI of the Constitution of the I.T.F. states that affiliation fees shall be proportional to the affiliation fees paid for the quarter preceding the Congress. For the calculation of voting strengths £4, the nearest round figure to one quarter of the standard rate of affiliation fees, has been equated to 1,000 votes. The complete list of voting strengths is open to inspection by delegates upon application to the Secretary of the Credentials Committee.

A further 25 delegates are expected. Further arrivals will be reported to Congress, after which a final list of delegates and advisers will be prepared and circulated.

R. DEKEYZER, *Rapporteur.*

R. Dekeyzer (Belgian Transport Workers' Union): Mr. President and colleagues, I have great pleasure in presenting to you on behalf of my colleagues the first report of the Credentials Committee. I think you all have this report in front of you so it is not necessary for me to read it out. I would, however, like to draw your attention to the fact that the number of delegates has meanwhile risen from 202 to 208. You will thus see that we have at this Congress more unions and more countries represented than ever before.

I therefore ask Congress to accept this first report, it being understood that later a further report will be given in which you will have full details of all delegates and all countries represented.

The President: I thank Brother Dekeyzer for his short statement. I must now ask you to vote on the written report of the Credentials Committee. Those in favour? Against? Abstentions? I declare the first report of the Credentials Committee adopted unanimously.

I would now like to draw your attention to the fact that next Tuesday the electoral groups will meet in order to submit nominations for membership of the General Council. The proposals concerning membership of the General Council are contained in Document C.10 which is in your hands.

I ask those in favour of this proposal by the Executive Committee to raise their hands. The proposal is adopted unanimously.

We have now concluded Item 6 of the agenda.

We come now to Item 7

FINANCIAL REPORT FOR THE YEARS 1954 and 1955

I draw your attention to the fact that the written report is available in Document C.4. It has been accepted by our auditors as can be seen from Document C.4a.

Does anyone wish to speak on the Financial Report? That is not the case, so we will now take a vote. Those in favour? Against? Abstentions? I, therefore, declare that the Financial Report, together with the report of the auditors, has been unanimously adopted by Congress.

We now come to Item 8

AFFILIATION FEES

The report on this subject appears in Document C.5., and I would ask if anyone wishes to speak on it. Brother Dekeyzer!

R. Dekeyzer (Belgian Transport Workers' Union): Mr. President and colleagues, I suggest that all of you will have carefully perused the Financial Report and that you will, therefore, have seen that for the last couple of years we have been going downhill because we lack funds. The reasons for that are, of course, quite normal. There is more and more urgent work to be done and there are more and more commitments. Furthermore, you know from experience in your own organizations that administrative difficulties occur for which you need more funds. And most of you have in fact been obliged during the past few years to increase your own membership contributions. Well the I.T.F. has the same problem, and if you look at the Financial Report you will come to the conclusion that, although we are now spending more, we do not get much more income.

At this point I would like to stress that if possible I think a number of unions could contribute more to the funds of the I.T.F. by paying on their total membership and not on only 50 per cent or in certain cases 20 per cent or even less. I would, therefore, ask all unions who are financially able to do this.

We all agree, and it has been stated in this Congress on various occasions that the I.T.F. is doing a splendid job of work: a necessary job of work not only in the industrially-developed countries, but also in what we call the economically under-developed countries of Asia, Africa and South America. I would also like to point out that there are proposals in the documents now before you that new work should be undertaken in these countries. This can, of course, only be done if we have the means and that is the reason why the Belgian Transport Workers' Union proposes to Congress that affiliation fees should be increased by 15 per cent.

I do not think that this is a particularly high figure and I remember in this connection that our friend Mr. Geddes, General Secretary of the British Postal Workers' Union, at the Consultative Council of the I.C.F.T.U. recently held in Brussels said that quite a number of unions had money available in the vaults of their banks. Well I sincerely appeal to all of you to give this proposal of the Belgian Transport Workers' Union, which I again repeat is not an excessive one, your consideration. I ask you to agree unanimously that a 15 per cent increase is something vitally necessary for the I.T.F. if it is to carry on the job which you have

instructed it to do. In conclusion, I would like to express the hope that there will be unanimous and speedy agreement on this subject. Thank you.

The President : I now call upon Brother de Vries.

P. de Vries (Netherlands Central Union of Merchant Seafarers and Fishermen) : Mr. President and colleagues, I would like to associate myself fully with the remarks of the previous speaker. But I would like to go a bit further. I have asked myself, Mr. President, whether it is really necessary to speak on this subject because in my opinion this Congress itself proves the necessity of giving to the I.T.F. more means than it has to-day. It is not enough to look only at the Financial Report ; it may be better to take a look at the Report on Activities. And moreover the necessity has been proved during this Congress when we heard the General Secretary speaking on the tasks which the I.T.F. has before it, the work which it has to perform in the future, the very difficult problems with which the I.T.F. will have to deal and the staff needed to carry out these tasks properly.

I could perhaps refer to what I said at our previous Congress in London. On that occasion I pleaded for an increase in affiliation fees, and all of you who were present know that I didn't succeed. The proposal was even rejected by the Executive Committee which thought that the time was not yet opportune for it. Well I don't want to crow about that, but I would like to stress that our experience during the last two years has proved that my union was right in proposing an increase of not 15 per cent, as the union of Brother Dekeyzer has proposed, but one of 25 per cent. It is in fact precisely on that point that I disagree with my friend Roger Dekeyzer. He has stated that it is absolutely necessary to increase our affiliation fees by 15 per cent, but I submit that that is too little and that we will have to do so by at least 25 per cent. If we do not do that we will find ourselves in a further difficult financial position during the coming two years and the next Congress will have to face the same problem. For those reasons, Mr. President and fellow delegates, I ask you to vote for the proposal of my own union to increase affiliation fees to the I.T.F. by 25 per cent.

The President : I now call upon Brother Scheffers.

J. Scheffers (Netherlands Federation of Transport Personnel) : Mr. President and colleagues, the Netherlands Federation of Transport Personnel fully supports the proposal that affiliation fees should be increased by 25 per cent. In our opinion one cannot stress sufficiently the fact that an increase of these fees is a prime requisite for fulfilling the tasks of the I.T.F. The activities of our International are already very extensive and there can be no doubt that the scope of these activities must be still further extended. The expansion and intensification of regional activities is not only an obligation arising out of our solidarity for our fellow transport workers, but also a means of making the I.T.F. itself bigger and stronger.

Our relations in the international field are also likely to place new demands on our activities. The I.T.F. still participates too little in international work in the field of transport economics. In order that the I.T.F.'s voice may be heard in all the appropriate bodies, a great deal of preparatory work is necessary. Scientifically prepared memoranda,

setting forth the views of the I.T.F. on matters of transport economics, must be submitted to the responsible organizations so that they can see that they cannot do without the co-operation of our International in this field.

Both the I.T.F. as a whole and our industrial sections will in the future be faced with an ever-increasing number of tasks. One can clearly see from the Financial Report of 1954 and 1955 that without an increase in income the additional expense for the above-mentioned activities cannot be met, and it is for this reason that we believe a 25 per cent increase to be vitally necessary.

In this connection we would like to comment on the present system of calculating affiliation fees. At present this is based on the sliding scale principle. The larger the organization is, the less it has to pay, proportionately speaking. The percentage increase will only accentuate this degressive system, and consequently have an unfavourable effect on the increase as such. Although, therefore, we are in favour of a 25 per cent increase, we would like to ask whether an increase of affiliation fees, say, of three pounds sterling per one thousand members per year in all twelve scales would not be a better arrangement and be just as effective. We would be glad if the Congress would consider our proposal.

The President : I now call upon Mr. Knight of Grenada. He will be followed by Brother Klinga of Sweden.

J. Knight (Grenada Seamen's and Waterfront Workers' Union) : Mr. President and friends, I really feel that this is the supreme moment of this Congress. As delegates we have had placed before us a number of documents which indicate the very great and urgent necessity for an increase in I.T.F. affiliation fees.

My task has been made easy by the remarks of the three speakers who preceded me. These speakers pointed to the fact that, even at 15 per cent or 25 per cent or even at three pounds per thousand members, we would again have to face within the next two years the possibility of a working deficit. I am perfectly certain that our minds must turn to the Secretariat which has prepared the most wonderful documentation and which has helped to make this Congress the success it has so far been. I feel it is our duty to reduce the duties and work of that Secretariat by not allowing affiliation fees to be assessed on the sliding scale basis. The Congress is, and must always remain, the sovereign organ of the I.T.F. The I.T.F. itself on the other hand is a body of experts specially trained and selected to deal with and solve the problems which you create as trade unionists. I would like to say that half of the work of this Congress could have been reduced if we had created problems and then passed the buck to the experts to deal with.

The I.T.F. has made a world-wide name for itself. Governments come, Governments go, some Governments even topple overnight. But, my friends, I want you to recognize the fact that the Trade Union movement in every part of the world has got to give a lead to both governments and peoples. Bread and butter, clothing and a roof over the head of the working man are the three essentials that we, as a Congress, are here to protect. Now, we have been thinking in terms of the past, but we must be bold, we must have vision to save the future.

We should have a long-term range in our programme. Let us forget the past, I say, and think only of the future, and let the proposal under the heading of Affiliation Fees be worded as follows: 'This Congress decides that the scale of affiliation to the I.T.F. shall be one U.S. cent per member per month. All countries paying an assessment equal to that in their national currency.'

May I, at this stage, draw your attention to the fact that to-day Congress has already broken new ground. For instance a reference to Document C.10. shows that for the first time in the history of Congress a representative of the Caribbean area has been allotted a seat on the General Council. That means that you have broken new ground and are already looking into the future. You have been bold enough to take that step. And I submit it to you that, in taxis, at your hotels and your clubs, you give tips, you throw away a cent here and a cent there on frivolities. Surely then it is not asking too much of Congress to be open-handed and present to the I.T.F. the money which it requires in order that its programme may be elastic enough to appoint as many staff members as it is felt the work of the future may demand. It must be most embarrassing for the staff of the I.T.F. to come to you, gentlemen, cap in hand, every two years and say: 'Our funds have not been sufficient, would you be kind enough to increase your subscriptions?'

Gentlemen, I place this proposal before you, being perfectly confident that you and I are both determined that this Congress should provide a sound basis on which the I.T.F. and its able officers can work in the future, not only for your benefit, but also for the benefit of all mankind. I thank you.

S. Klinga (Swedish Transport Workers' Union): I sincerely hope that those of you who are assembled here will realize that an increase in income of the I.T.F. is an essential. We have two proposals before us, one for a 15 per cent and the other for a 25 per cent increase. The union which I represent, the Swedish Transport Workers, has no doubt whatsoever that the minimum increase which should be considered is of 25 per cent. We are also firmly of the opinion that that increase should be effected in such a manner that our income from any other sources—for instance the contribution to various funds etc.—should not be reduced. All of us here have had long experience of practical trade union work, and we know full well that it is impossible to do such work efficiently if we do not have sufficient means at our disposal.

Within the I.T.F. we can see without any shadow of doubt that our field of activities is tending to expand. We all hope and hope sincerely that the I.T.F. will in fact play an important rôle in the future in the international field. It is, however, up to us attending this Congress to create the economic basis which will enable the I.T.F. to fulfil its tasks.

We in the Scandinavian countries always hold joint meetings when we have to deal with such questions and all of us were unanimously agreed on the minimum increase which we considered necessary. Furthermore, Mr. President, I would not like to let go by the opportunity of making a critical remark in this connection. I am referring to the need for the Executive Committee to secure considerable additional income by generally attending to this matter of paying full affiliation fees. At present this does not appear to be done. There seem, in fact, to be a number

of organizations who have affiliated only on a part of their membership. In our opinion this is not a right way to go about the problem. We consider it in fact to be of such importance that the Executive Committee should have been requested to submit its own proposals. There is no doubt that this would have resulted in this subject being given real consideration by Congress.

I should like to conclude my remarks, Mr. President, by stating that in the opinion of the union which I represent, the increase in affiliation fees decided upon here should on no account be less than 15 per cent, but if at all possible, 25 per cent.

The President : I will now call upon Brother Wälläri.

N. Wälläri (Finnish Seamen's Union) : Colleagues, the Finnish unions have discussed very seriously the economic position of the I.T.F. and have noted from Document C.5. that the I.T.F. is running a deficit of about £3,000 per year. If we now increase affiliation fees by 15 per cent it will bring in just a little over £3,000 more, and yet we still wish to expand and intensify the activities of the I.T.F. In our opinion we cannot do much with that additional £3,000, and the Finnish unions therefore consider that 25 per cent should be the minimum increase. But we fear that Congress may find this to be too extreme, and in such case we would therefore support the increase of 15 per cent.

In Finland we have particular reasons for favouring the higher increase, due to our own experiences during the last twenty to thirty years. During periods of reaction and semi-fascism, we have only been in a position to maintain and increase our organizations' activities through economic help given by our brothers in Scandinavia as a whole. For example, last March we called a general strike. We had at that time several rather weak unions and for that reason our strike was not as effective as it could have been. The Scandinavian Transport Workers' Federation, which combines all the unions of seafarers and transport workers in the four Northern countries came to our help and, as a consequence of the economic assistance given by the Federation, our Road Transport Workers' Union was able to increase its membership from about 4,500 to nearly 8,000.

I think that if the I.T.F. had sufficient financial resources it would be able to extend material help to the backward countries and aid the trade unions there to stand on their own feet, after which they could continue with their own resources.

For all these reasons, we would prefer the Congress to increase affiliation fees by 25 per cent.

The President : I now call upon Mr. Frank Cousins.

F. Cousins (British Transport and General Workers' Union) : Mr. President and fellow delegates, it is comforting to hear a number of our colleagues coming to the rostrum and speaking in favour of a very substantial increase in the fees for affiliation.

I don't think it has been made sufficiently clear what the attitude of the Executive Committee is and why it has that view. It was felt that to increase contributions by 25 per cent might not have had the effect of actually increasing income. There was a distinct possibility that organizations which are at present on a partial contribution basis might not find

it possible to increase their affiliation fees. It would be of little value to us if we were simply to persuade the big unions to increase their contributions and find others unable to fit in with the general pattern. It is possibly not recognized by Congress that a limited number of unions pay a very substantial portion of the financial outgoings of the I.T.F. There is in fact one organization which appears to be not willing to blow its own trumpet in a manner which has many times been suggested that it does. One of our American affiliates is in fact responsible for almost 25 per cent of the complete financial costings of the I.T.F. They affiliate on a very considerable number of members.

You heard Dekeyzer say that it would help if organizations re-adjusted their affiliations in order to make contributions more substantial. It is, however, apparently not understood that there is a ready source to which unions who favour increasing payments to the I.T.F. can turn if they as individual unions wish to take that course. The regional activities fund is set up by contributions based on not less than three pounds per thousand members and apparently some of those who would like to increase affiliation fees don't recognize that they can do as good a job by increasing the amount they pay to the Regional Activities Fund.

My own organization and I am sure all our other friends from the United Kingdom would have found it reasonably easy to persuade their Executive Committees that the higher of these two affiliation fees should be approved because we too feel that a very considerable amount of value is returned for the payments we all make. But it would not have furthered the course or the cause of international development had we but succeeded in putting the suggestion which was simply one favoured by larger and wealthier organizations. In that setting the General Executive Council felt that to support the increase of 15 per cent in line with our own Executive Committee's views would then give us an opportunity if we wished to do so, of assisting by giving to funds where we are not limited to amounts.

I would suggest our friends who have spoken in favour of an increase of 25 per cent recognize that those who wish to participate now have to take into account unions which have a reduction in affiliation liabilities and should realize that if we leave it at 15 per cent it will do more overall good than would an increase of 25 per cent.

The President : We have now come to the end of the list of speakers on this subject, and you must allow me to try and find a way out of what to me is a rather difficult situation.

Brother Knight has proposed an increase of 300 per cent on the present rates which would apply to the first 50,000 members. If I were to let my heart speak I may find that I too would be in favour of that. However, I am at the same time a member of the Executive Committee and the Executive has proposed a 15 per cent increase. As your President I would like to choose the middle road in the vote which we have to take and that middle road is an increase of 25 per cent.

I would, therefore, like to proceed to a vote on the two proposals which have been submitted in writing and, in keeping with old parliamentary custom, I will first take a vote on the most far-reaching of the two, namely, that calling for an increase of 25 per cent.

I ask those in favour of an increase of affiliation fees to the I.T.F. of 25 per cent to show accordingly. I now ask those against an increase of 25 per cent to raise their hands. That is a majority.

We now have to take a vote on the proposal for 15 per cent increase. Those in favour? Against? Abstentions? I therefore declare that the proposal to increase affiliation fees by 15 per cent is unanimously adopted. [Applause.]

Colleagues, after we have heard a few announcements by the General Secretary, I would propose that we adjourn to-day, to resume on Tuesday. Brother Becu has the floor.

General Secretary then made a number of announcements regarding changes in the Congress time-table concerning sectional conferences. He also reminded the Congress that a meeting of the Resolutions Committee would be held at 9 a.m. on Tuesday, 24th July.

The President : Colleagues, I would like to ask your attention for a few moments. We still have another decision to take, namely, when the new affiliation fees should take effect, from the 1st of July of this year or from the 1st of January of next year. Those in favour of the increase taking effect on July of this year? Those against? That is doubtful, so we must take a count. I would like to proceed in the following manner : I ask those in favour of 1st July to vote ; those abstaining will be taken as voting for 1st January, 1957. I repeat those in favour of 1st July should now show. [*The result of this vote showed a total of 80 votes in favour.*] I now ask those colleagues who are against this date to raise their hands. [*A total of 50 votes against were cast.*]

I declare that the proposal to increase affiliation fees from 1st July this year has been approved by 80 votes to 50. [*Mingled applause and cries of dissent.*] Order!

Colleagues, I quite understand that there are objections to the decision taken by Congress, but that decision has been taken by 80 votes against 50 and I ask you to keep to that decision.

F. Cousins (British Transport and General Workers' Union) : Mr. President, I am not asking for a reassessment of the situation, but I am pretty sure that the majority of the delegations from the United Kingdom were not aware of the position facing them. Our American colleagues, it seems, felt that the decision ought to become operative in July. The majority of the United Kingdom unions on the other hand were in this situation : that they already have had their financial meetings this year and to recalculate this will be difficult. We certainly feel among the United Kingdom unions that we should have left this decision until January, to enable us to present it to the executives of our unions.

The President : I will now call on Mr. Kummernuss.

A. Kummernuss (German Transport and Public Service Workers' Union) : I am sorry to have to say so, Mr. President, but if the vote has gone this way, you yourself are not entirely free from blame. You stated specifically that those colleagues who did not vote for the 1st July would be considered as having voted for 1st January, 1957. That was stated quite clearly by yourself and I presume a misconception has arisen as a result.

J. Campbell (British National Union of Railwaymen) : Like the previous speaker I must say on behalf of the National Railwaymen's Union, and I say it most decidedly, that insofar as this proposed increase is concerned we shall interpret it as being from January, 1957. Let there be no doubt about that. I must say also that many of the delegates who were here during the voting were greatly confused and that had a direct vote been taken between 1st July and 1st January, 1957, I have no doubt as to what the result would have been.

I want to support what Mr. Cousins said. The National Union of Railwaymen of Great Britain pays its affiliation fees annually and on the nail. So do all the other British affiliated unions. Our affiliation fees have been paid for this year and we are not going—I must be very firm about this—we are not going to accept a half-hearted vote on the question of the date as the determining factor.

The President : In order to avoid any misunderstanding I will take another vote. I would ask you to take careful note of the procedure to be followed.

Those in favour of the increase taking effect from 1st July of this year? [*Unrest in the hall. Christensson of Sweden tries to take the floor.*] I must ask you to excuse me but I am taking a vote, and I cannot allow anyone else to have the floor. I repeat, those in favour of the increase taking effect from 1st July of this year? [*A total of 60 votes was cast for this proposal.*] We now come to the second vote. Those in favour of the increase from 1st January, 1957? [*106 votes were cast for this.*] I, therefore, declare that the increase will take effect from 1st January, 1957, and I now call upon Brother Christensson.

J. Christensson (Swedish Transport Workers' Union) : I think this has been a somewhat interesting debate. We had a vote in which those in favour of a certain date were asked to raise their hands and the others were asked to do nothing. Then for some reason which I cannot understand, certain people were dissatisfied with the result, and it was stated that the increase from 1st July would give rise to difficulties for various unions, and now following these arguments, we have had another vote. We do not think that this is fair. Once a vote has been taken it must stand even if some people do not agree with it. I must say I don't understand what is going on.

The President : The Congress has now finally decided that the increase will take effect from 1st January, 1957 and I ask that this decision should be respected. We have now reached the end of the session and I adjourn the Congress until 10 o'clock on Tuesday morning.

The Congress was adjourned at 11.50 a.m.

Tuesday, 24th July, 1956

Morning Session

REPORT ON ACTIVITIES (CONCLUDED)

INTRODUCTION OF FORTY-HOUR WEEK

The Proceedings were opened at 10.15 a.m.

The President : I should like to open Congress by thanking our Austrian organizations for the very pleasant day they gave us yesterday. I hope that all our colleagues enjoyed themselves and that they have returned to work refreshed. Before continuing with the Congress Agenda, I will ask the General Secretary to make a few announcements.

The General Secretary then read telegrams and letters received by Congress from the Italian Railwaymen's Union, the Argentine Locomotivemen's Union, the Argentine Tramwaymen's Association, the Indonesian Maritime Workers' Union, the Amalgamated Dock Workers' Union of Nigeria and the Cameroons, and the Railway African Workers' Union of Rhodesia.

The President : On behalf of Congress I would like to thank the senders of those telegrams and say how much we appreciate their interest. I should like to draw the attention of delegates to the fact that the names of candidates for the General Council should be handed in to the Congress Secretariat by midday. This has already been done in some cases.

We now have to conclude Item 5 of the Agenda: Report on Activities for the years 1954 and 1955. We have already had the discussion on this report. It only remains for the General Secretary to sum up and to reply, after which a vote will be taken. I call upon Brother Becu.

The General Secretary : Mr. President and friends, when presenting the Report on Activities for the past two years, I expressed the hope that delegates would not be sparing of adverse criticism, for I know only too well that what we have done or tried to do is far from giving complete satisfaction, even if in quite a number of cases the I.T.F. has been in a position to give useful support to affiliated organizations in their efforts to improve the social and economic conditions of their members. In one sense I must say I regret that so little constructive criticism has been forthcoming. From this, however, I do not conclude that all is well, conscious as I am that our activities must expand in many directions before we can be satisfied, particularly in certain regions and indeed whole continents.

Our first and greatest duty is towards those who still do not enjoy a truly human way of life, who lack completely the most elementary things for both themselves and their families. Millions of workers, including transport workers, still live on the verge of starvation. I do not want to dwell on this, however, as it is a question which we shall be discussing in detail under Item 11 of the Agenda.

My next point is the serious disparity in wages and working conditions which still exists as between the socially advanced countries—for instance in Europe. There is a very great deal to be done in order to bring about a greater uniformity in the working conditions, something which is an almost indispensable condition of continued social progress. Far too often there is still competition at the expense of the workers both between different industries and between different countries. As a result, those with the best conditions are hampered in their efforts to improve them still further or even run the danger of losing what has been gained. I venture to say that more attention must be given to this problem in order to bring about much needed reforms. The I.T.F. will be at the disposal of affiliated organizations who want to take action on these lines. For there is little the I.T.F. can do if our unions are not convinced of the urgency of that job. I can assure you that there will be a ready response both from the Secretariat and Executive Committee to every initiative taken by the unions and eager willingness to help those desiring to take concerted action directed towards the unification of labour conditions between industries and countries which are in competition with each other. In this connection, Mr. President, I may commend that several of the industrial sections have programmes under consideration which are intended to form a basis for joint action. I hope that agreement will be reached in the sections on these programmes in order that they may be endorsed by Congress, after which we will have to apply ourselves to the task of carrying them into effect to the fullest possible extent in the shortest possible time. I attach the greatest importance to these sectional programmes as a means of concerting and consolidating the activities of the I.T.F.

In the same connection I think of the problem of transport co-ordination. Here the progress is often blocked because one section of transport competes with another.

The transport experts of the I.T.F.-affiliated unions who have been studying the problem have pointed to the minimum need to level up the conditions of workers employed in various branches of the transport industry. It is in the interest of all concerned to help one another as much as they can to achieve these objects. It is not sufficient to look to governments and politicians, it is up to us to attend to these aspects of our problems which it lies within our power to solve. In the seafarers' section I have already pointed to the danger of paying insufficient attention to international action in times of prosperity. When hard times come, the pressure of competition makes itself felt and then one must look to the International for a solution. It is important that that realization does not come too late, and that the foundations are laid for meeting the situation while there is time.

Here, Mr. President, I would like to refer to the statements made by our friend, Tom Yates and our Greek friends of the seafarers' unions referring to the problem of run-away ships. Both Brother Yates and our Greek colleagues congratulate the Secretariat. I underline the word Secretariat, for there is no need to single out one person from among our co-workers in the Secretariat, as there has been a splendid team spirit and without that spirit we cannot achieve our objectives.

Brother Yates especially thanked the dockers' unions for what has been achieved in this field. I will not enlarge on the gravity of the runaway flag problem not only for seafarers and dockers, but for all sections of the community and the maritime countries. Greater and more persistent activity is needed in the first place on the part of the seafarers and dockers, for undoubtedly they have a vital responsibility towards the community. But the problem is so vast that it cannot possibly be tackled by these two sections alone. The help of the whole trade union movement is needed, and I therefore hope, Mr. President, that Congress will accept the resolution which is to be placed before it by the combined conference of the seafarers' and dockers' sections, appealing for the backing of the general trade union movement and the I.C.F.T.U. in order to campaign against the serious problem of the flags of convenience.

Brother Metslov, representing our Estonian friends in exile, drew attention to the evils of Communist dictatorship and what has been happening in Russia since the death of Stalin. There are apparently people who believe, or pretend to believe, that something has changed in the countries behind the Iron Curtain. We would say not only that there is no evidence of any change worth mentioning, but even that events belie the assurance that collective dictatorship is something different from individual dictatorship; that the Communists' régimes are as ruthless as ever, was demonstrated in Poznan, which can only be described as Stalinism at its worst. No doubt the whole Congress will subscribe to the view that the Soviet rulers have given not the slightest tangible proof of the change of heart which they profess. We shall continue, together with the whole trade union movement and in closest cooperation with the I.C.F.T.U., to do everything in our power to help the oppressed and enslaved peoples to recover their freedom. Only when the rulers of Soviet Russia allow free and democratic elections, when they are not afraid to let the people choose the form of government which they want, can we take their profession seriously.

Brothers Tenant and Horst mentioned a problem which is causing controversy in the civil aviation industry, namely, that of dual and even multiple duties. That question has been discussed at length in the section.

Although anything but unanimity was reached, I think that the exchange of views was salutary and that a substantial measure of agreement has been reached on what has to be done to remedy the practices which certain airline companies and aircraft manufacturers would like to introduce into the civil aviation industry.

There is still a great educational job to be done by the trade unions in the industry due to the fact that certain categories of civil aviation personnel are still far from trade union minded. Although we have already made considerable headway in organizing civil aviation personnel on the international level, although the civil aviation section of the I.T.F., which only dates from 1949, already embraces one-third of the potential world membership, we nevertheless still have a long way to go in order to build up for this section the status enjoyed by other sections of the I.T.F. But we can be satisfied that progress is being made, and we are confident that we shall be able to continue to develop our activities in this vital industry.

Now let me come to the remarks made by Brother Pequeno from Brazil. He spoke of the increasing tendency to hold meetings of the industrial committees of the I.L.O. at long intervals. As a typical example, he cited the fact that the Inland Transport Committee, which is a particularly important one for the I.T.F., will meet at the earliest in March, 1957. This will mean that over three years will have elapsed since the Committee last met. The rule once established was that such Committees should meet every eighteen months, but the fact is that reactionary forces on the governing body of the I.L.O., among both the employers and the governments, are doing all they can to curtail the activities of the organization. One may even wonder whether the ultimate aim is not to do away with the industrial committees altogether for they have been a thorn in the side of some people ever since their inception. At this Congress we shall protest as strongly as possible against this state of affairs but that will not be enough if we want to rectify the situation.

There are people who are prepared to blame the I.L.O. itself, but that is a superficial way of looking at it.

A great responsibility rests here upon the trade union movement which must use the greatest possible influence with their governments. It often happens that the trade unions voice a protest on the occasion of some meeting of the I.L.O., but some forget about it when they get home instead of keeping up the pressure and trying to win the support of public opinion.

As to the trade union situation in Pequeno's own country, I would like in the first place to congratulate his organization on not having hesitated for a moment to affiliate with the I.T.F. as soon as necessary permission was granted by the Brazilian Government, following the intervention of the I.T.F. delegation when it recently visited Brazil. I know that Brother Pequeno has always looked forward to that moment and I feel sure that he is as delighted as we all are that his union is now a member of our great international family.

Pequeno also touched upon the I.T.F.'s desire to continue to expand its activities in the Latin American region. Let me recall that the I.T.F. was the first international organization to take a real interest in the development of the free trade union movement in that part of the world. As early as the beginning of the 1930's the then General Secretary, Edo Fimmen, established a Latin American department of the Secretariat and since then we have never lost touch with the free and independent transport workers' unions of the region. I know that our friends in Latin America welcome the establishment of the I.T.F. office in Mexico City. I am sure that this office will contribute in large measure to strengthening the ties between us and bringing about ever closer cooperation with the transport workers of Latin America and the I.T.F. as a whole.

Our brothers from Latin America and in particular our friend Salabarría referred to the tyrannical régime of the dictator, Trujillo, in the Dominican Republic. From the information at our disposal I have no hesitation in saying that the dictatorship in that country is as ruthless as such a régime can be. This Congress will no doubt be in sympathy with our Latin American friends not only in condemning the Trujillo régime in the strongest possible terms, but in promising to do everything

that lies in its power to bring the régime to an end. At the last meeting of the I.C.F.T.U. Executive Board a resolution was adopted calling upon the I.T.F., among other organizations, to consult with a view to placing an embargo on all transport to and from that country at the earliest opportunity. The Executive Committee of the I.T.F. will no doubt be willing to give sympathetic consideration to this appeal and do what is possible together with the I.C.F.T.U. on this important issue affecting millions of people.

I now come to an important problem which was touched upon by Brothers Christensson and Kummernuss. Both expressed the opinion that the time had perhaps come to re-consider our decision with regard to the Yugoslav trade unions. Neither of them advocated an actual organizational link, but Brother Christensson did suggest that we might invite them to our sectional conferences. Mention was made of the fact that union representatives from various countries have been visiting Yugoslavia and attending meetings of the Yugoslav transport workers' unions, whilst in a number of cases fraternal delegates from the Yugoslav trade unions have paid return visits. We, as the I.T.F., cannot tell our affiliated organizations what they should do. For we know they are completely autonomous bodies and it is always our duty and our desire to respect that autonomy. The I.T.F., however, does not propose to enter into an organizational relationship with the trade union movement of Yugoslavia.

As a matter of fact the I.T.F. itself has never carried out an investigation into the situation of the Yugoslav trade union movement, but there is an arrangement between the I.C.F.T.U. and the I.T.S. under which all questions affecting general policy are left to the I.C.F.T.U. The question of an organizational link between the I.C.F.T.U. and the Yugoslav trade unions has been thoroughly discussed in the Confederation. The result was that the idea of accepting them into affiliation was rejected on the grounds that these unions cannot be regarded as free and democratic organizations. Consequently, the I.T.F. as such cannot enter into such a relationship, either, as long as we are a party to the arrangement with the I.C.F.T.U. It is true, as Brother Christensson has mentioned, that two of the I.T.S.'s have affiliated Yugoslav unions. At the last Congress of the I.C.F.T.U., held in this city, a year ago, the I.T.S.'s in question were rebuked and requested to observe the arrangement which they had freely entered into. There is one thing that we ought to be convinced of in the trade union movement and that is that there must be a minimum of international as well as national trade union discipline. I sincerely hope that Congress will take that view.

Other speakers have referred to problems directly connected with activities of a sectional character or with resolutions submitted by affiliated unions. These are matters which will be dealt with in reports of the section conferences and the Resolutions Committee where they have been discussed at length. There is, therefore, no need for me to refer to them in this reply to the discussion on the general report on activities.

I would like to conclude with two remarks. The first is that in the period which lies before us we must go more and more closely into the problems of the various sections and, as I said in the report, seek to

help them by concerted effort. Secondly we must devote as much energy as possible to assisting the development of trade unions in the underdeveloped countries. This is not only a material obligation and a practical necessity, but also a condition for the expansion of the I.T.F. to a world-wide organization in the fullest sense of the word. If we apply ourselves to these two needs, I am confident that there will be excellent results to advance when we present our report on activities to the next Congress of the I.T.F., in two years' time.

The President: We now have to take a vote on the Report on Activities. Those in favour of accepting the report and the supplementary remarks made by the General Secretary should raise their hands. Those against? Abstentions? I declare that the Report on Activities has been accepted with one abstention.

I should like to conclude this Agenda item by commenting that both the discussion, the reply, and the written report constitute a high point of this Congress and in the name of Congress I should like to thank our Secretariat for all it has done.

We will now proceed to the next item on the Agenda which is item 9.

INTRODUCTION OF THE FORTY-HOUR WEEK

The introduction to this report will be given by our friend George Harrison who will be followed by Hans Düby of Switzerland. Brother Harrison has the floor.

G. Harrison (U.S. Railway Labor Executives Association): Mr. President and my fellow delegates of the Congress, I am very happy to respond to the invitation of the President to discuss Item 9 on the agenda and the paper C.6, which has been distributed to the delegates and which deals with the forty-hour week.

I have read the paper C.6 with considerable interest and I was somewhat disappointed to learn that no substantial progress has been made throughout the free countries of the world in the last twenty years in establishing the forty-hour week. I gained the impression from reading the paper that it has been thought at intervals of time during the last twenty years that the time was never appropriate or opportune for the trade unions to move to bring about the forty-hour week. And so it is with that aspect of the matter that I have thought perhaps the experience of our United States and Canadian railway workers in dealing with that question may be of interest and of some value to our trade union brothers from other countries affiliated to the I.T.F.

Going back to the period in the United States from 1922 to 1929 the record will show that there was tremendous progress in the development of American industries. It was one of the most intense periods we have experienced in the United States in the expansion of our industries, in the productive ability of the workers in industry in combination with the new machines, new processes, and new management techniques. During that period of time little or no progress was made by the trade unions in shortening the hours of labour or the general measure of hours recognized as the working week. Some progress was made in increasing wages, but the overall results show that our ability to produce, by all of the improvements I have enumerated, far outran and exceeded the ability

of the people of our country to buy back the products that our industries were able to produce and as a result we in the United States experienced a major collapse of our economy, widespread unemployment, and all of the hardships that go with a major country-wide depression in industrial activity. We were conscious of that development over the period 1922 to 1929 but our trade union movement did not have the strength or the militancy necessary to meet the opposition of the employers. But, with the coming of the depression and opportunity being afforded to the people of our country to examine that period of experience, there developed general acceptance of the idea that we were to maintain a sound economy with full opportunity for full employment in productive enterprise. The great masses of the people who are required to work in industry to secure their livelihood had to participate more fully in the fruits of the joint enterprise of capital and labour, known as our free enterprise system in the United States. And so our Government then, in an effort to halt the depression in industrial activity and to turn the economy on the road to recovery, adopted many measures to correct the maladjustments that had occurred over that ten-year period.

One of the first things that we sought to do was to put a floor under the wages, known as the minimum wage. And that legislation after enactment became known as the Fair Labour Standards Act and it fixed forty hours per week, eight hours per day as the maximum work week. It did not, however, provide for the maintenance of the salary or the wages or the compensation previously paid to the worker for the longer work week of forty-eight and fifty-six hours. The effect of the legislation was to spread employment. Some support was given to the increase in the purchasing power in the hands of the workers through the introduction of the legally-prescribed minimum wage of 40 cents per hour, but it soon became evident that there had to be further increases in wages, because our inability to consume the production of our great industrial enterprise was increasingly evident in our economy. The trade unions then set about, in a favourable political and economic atmosphere, to build up and expand the trade union movement, with the objective, as I have indicated, of building a bulwark against the constant rush of our industrial enterprises to produce more and more in advance of the ability of our people to consume the overall possible production of our economy. And, as a result of that sustained militant drive by the trade unions from 1938 to 1940 we were able to raise the average hourly earnings of the industrial workers twenty per cent, and at the same time substantially increase production. And so, by 1940, in all of the major industries in the United States the workers were enjoying a maximum work week of forty hours with the same compensation they previously received for the longer work week of forty-eight or fifty-six hours.

Many additional jobs were created as a result of the limitation upon the work week, because if the employer engaged any individual worker in excess of forty hours in any work week or eight hours on any day, the employer was compelled to pay one and a half times the regular rate and because of that penalty many additional jobs were created.

The railwaymen in the United States did not subscribe to the general view of reducing hours without maintaining the previously paid compensation for the longer week, and we carried on in the United States

a campaign through our trade unions with the employers of the railway industry for a five-day week with six days' pay and in September 1949 we put into effect in the railway industry univerrally a five-day week with six days' pay and an increase on top of that of 7 cents per hour. So the net result was that we reduced the hours from forty-eight to forty, we raised the pay for eight hours a day with an additional 56 cents a day for five days a week. During the collective bargaining conferences with railway management officials for our demands for the five-day week they, of course, argued that it would mean an increase in the payroll expenses towards 20 per cent, to maintain the six days' pay and to place the workers on a five-day week. And in that connection they said it would be necessary to increase the number of workmen by 20 per cent, to make up for the loss in working hours that would result from reducing the work week from forty-eight to forty hours per week. Well, we pointed out, of course the tremendous progress that had been made over the earlier period that I have called to your attention in increasing the productive ability of the average worker in the railroad industry. We pointed out the tremendous advances which had been made in the types of motive power: the substitution of the diesel locomotive for the steam engine; the introduction of mechanical devices in the offices, resulting in great displacements of labour; the improvements in the signalling, the communications systems; the improvements in the road, with the introduction of the heavier rail; treaded tyres; better ballast; and the elimination of any of the services previously thought to be necessary, but which management had found over the years they could dispense with and were not essential to serving the shipping and the travelling public of our country.

Looking at the change from six days a week, forty-eight hours, to a five-day week of forty hours and having available the official figures from our governmental commission which regulates the railways and gets its information from the monthly reports filed by each of the railway corporations, we discovered that, taking the first eight months of 1949, January through August, and comparing the total volume of revenue the transportation business handled during that period and the total payroll and the total number of employees for handling that business in the first eight months in 1950 when the forty-hour week was in effect without any reduction in compensation plus an increase of 56 cents a day, we found that the railways were able to do substantially the same volume of transportation at the same payroll cost and about the same number of hours. And they accomplished that by introducing new methods of doing business, by introducing new machines, by abandoning some of the operations they previously carried on on the sixth and seventh day because, when they had to examine the cost, they found those operations were only necessary five days a week. So the net result of our pressure through our trade union organizations upon railway management was to put into effect universally a five-day week, maintain the six days' pay, raise the pay at the same time by 56 cents a day, and bring to the workers greater opportunity for leisure, improve the opportunities for a better standard of health, contribute to an increase in the safety of operation and to put into effect a counter-measure against the rapid displacement of workers in our industry because of the great development

which was and is taking place in the United States in technological improvements; the introduction of automatic machines, the development of better materials, and improved management procedures that eliminate many of the wasted and uneconomic operations in our industry.

Now you may want to know how come when a railroad has to operate round the clock, twenty-four hours a day, seven days a week, 365 days a year? Well, here is the way we accommodated the needs of the service. For such operations that had to be carried on five days a week, we fixed a work week of Monday to Friday and any time worked on Saturday and Sunday had to be paid for at premium or penalty overtime rates, so the great bulk of railway employees have a work week, from Monday to Friday with two consecutive days of rest each week namely Saturday and Sunday. For operations that have to be carried on six days a week, the work force is staggered, one portion is assigned Monday through Friday and the other portion is assigned Tuesday through Saturday. Those workers assigned Monday through Friday have Saturday and Sunday as their days of rest. Those workers assigned Tuesday through Saturday have Sunday and Monday as their days of rest. For those operations that have to be carried on seven days a week, which is a very, very small portion of the total work force in the industry, the forces are staggered Monday through Friday, Tuesday through Saturday, Wednesday through Sunday, each group working five consecutive days with two consecutive days of rest. For the Monday to Friday workers assigned, it is Saturday and Sunday, for the Tuesday to Saturday it is Sunday and Monday, and for the Wednesday to Sunday it is Monday and Tuesday, as their days of rest.

Shortly after that experience and realizing the tremendous ability of management to get increased production from the workers and to eliminate many of the activities they previously thought were necessary but could now be dispensed with, we then inaugurated further economic movements through the trade unions to increase the standard of wages in order to keep up with the increased productivity of our national industrial enterprises and so today we in the United States believe that the time has come for a further shortening of the work week. And there are several major industries in our country now on a seven-hour day, five days per week, thirty-five hours a week, with more pay than they were getting for the forty-hour week.

The experience we had in the United States was shortly introduced into Canada. And what I have said about the development of the forty-hour week in the United States for the railwaymen applies to Canada. All of the railway workers in Canada enjoy a five-day, forty-hour week, and the arrangements for taking care of the services by staggering the work forces are applied in Canada substantially as they are in the United States of America and, likewise, in Canada, they have gone on to further increase the wages in order to keep their economy in balance, putting in the hands of the great masses of the people who have to do the work their fair share of the things they produce as industrial workers.

Now, I appreciate, of course, there are wide differences in the basic economic problems of the many countries of the world. But I want to emphasize that if you listen to the politicians and if you listen to the

bosses, that time will never come when it is possible to give you the five-day week. [*Applause.*] We have learned from experience that the great incentive to increase productivity is the pressure of the trade unions for more wages and shorter hours. The bosses will find a way of getting the new mechanical devices even before you put that pressure on them to get more out of you as a worker for the same compensation they paid you with the old machine and, if you expect to maintain an economy of full employment with a constantly rising standard of life and living, the trade union has got to put the militant pressure upon the bosses to share the improved product, the total overall improved result of increased production for the great masses of the people.

Now, I am not going to discuss our basic philosophy about the contribution of the worker in industry, because I think you all understand that better than I do, but our basic concept is, may I say, in our country that industry exists for the benefit of society, not the worker for the industry. Unless our industrial society can contribute to a constantly expanding opportunity to improve the standard of life and living for the masses of the people of our country, then we are not using the intelligence and the resources that are at our disposal, as intelligent men ought to use them—for the benefit of all the people.

Now, Mr. Chairman, I have talked longer than I intended. I want to thank you for giving me this opportunity to state our experiences in the United States. I hope I have been helpful.

Thank you. [*Loud applause.*]

The President: I should like to thank George Harrison for his most instructive and exemplary report. I think it will act as an incentive to all organizations in this continent to imitate the American unions at the earliest opportunity. However, that still seems to leave one question open so far as I am concerned, namely, the question of leisure time, for we shall soon arrive at a situation where man does not live merely to work, but that he works to live according to the precepts of modern civilization and culture.

I should, however, like to thank our friend, Harrison, once again for his very valuable contribution and I now call upon Mr. Düby to take the floor.

H. Düby (Swiss Railwaymen's Federation): Mr. President and colleagues, I, too, have read the Secretariat's report on the shortening of working hours with the greatest interest. In the general consideration preceding this report it has been quite rightly established that the true aim of the trade unions has always been and still is the increasing of wages on the one hand and the improvement of working conditions on the other, and I would include the question of shorter working hours in the latter.

It can be seen from the Secretariat's report that the trade unions, both on the national and the international plane, have always given this question their closest attention. We have just heard the voice of an American representing, as we all know, a powerful body of opinion within the I.T.F.

I, however, in all humility, would like to make the point that conditions vary from country to country and that, in particular, conditions in Europe are very different from those existing in America and Canada. However, we admit without envy that our friends and colleagues from America and Canada have gone a step further than ourselves, and we congratulate them on that with all our hearts.

I should like to refer in more detail to the variations existing between conditions in the European countries, countries with the forty-eight hour week and for certain sectors of transport, the fifty-six hour week. In those European lands in which the forty-hour or forty-four hour week has been introduced, or is in process of being introduced, that has been more or less a paper decision. From the economic point of view the situation to-day is that, although legally only forty or forty-four hours are required to be worked, it is nevertheless necessary to work eight, ten, twelve, sixteen or even more hours overtime in order to deal with the volume of work available. From a long-term point of view that has no sense in our opinion. There is no logic in reducing working hours to forty and forty-four hours per week on paper and in fact to work forty-eight, fifty-six or even more hours per week. Conditions in transport and even as between various sectors of the transport industry are very different from one another. Whereas on the railways, for example, working hours in European countries are normally regulated by legal stipulation, in other branches of transport that is not the case. In many countries the situation in the private sector of the transport industry must be considered as extremely unsatisfactory.

I have here the paper published by the Austrian Union of employees in commerce, transport and traffic, in other words by the union of our friend Brosch. One sees in it an article with the headline "Let Us Make an End of the 100-Hour Week", and I quote the following from it: 'Cases are known to our union—that is the Austrian Union—in which during peak periods long distance road haulage workers work an average of 107 hours per week, lorry drivers 79 hours and bus drivers 93 hours. A particularly striking case is to be seen in the bus industry: a working week of 116 hours. This excessive overtime not only has adverse effects on the health of the driver, but it increases the danger of serious traffic accidents, reduces the safety factor and slows down the driver's reactions by sheer fatigue.'

I have quoted this example from the publication of our Austrian friends simply to illustrate how different conditions can be and that whilst in one sector of the transport industry one has legal stipulations which are more or less ignored, on the other hand, in the other sectors of transport, there are no regulations and no rules on working time. I wanted, thereby, to show you the necessity for uniformity of working hours in all sectors of transport because of progressive rationalization and increasing automation. Even although in some countries the forty-eight hour week is not yet applied in practice, we must nevertheless use this fact to-day to intensify efforts towards a shortening of working hours on both the national and international planes. We are, therefore, grateful that our colleagues in America and Canada have been able to go a step further than ourselves. It is the duty of the trade unions to achieve for the workers more leisure time and a greater share of the social product.

I would like to stress that it is the duty, particularly of the national unions, to study these problems and to see that they are finally solved.

What has the I.T.F. itself done as regards the shortening of working hours up to now? I would like to refer to the fact that as early as 1935 the I.T.F. gave its approval to the proposed Convention on the forty-hour week. This Convention stated that the countries ratifying it would agree that once the principle of the forty-hour week was applied no lowering of living standards should result from it, and, secondly, that measures to achieve that aim should be taken or facilitated.

Colleagues, that Convention, adopted in the year 1935, has never been ratified. Why is that the case? Firstly, we had the great economic depression of the 1930's in Europe, and then—what is even more important—we had the Second World War from 1939-45. It was not possible during this period to tackle the problem of reducing working hours. Following World War II the primary task of the trade unions in both the countries of Europe and elsewhere was that of consolidating their wages and ensuring that these and the working conditions of their members were improved. Attention had also to be given to the task of improving regulations on annual leave and of securing longer paid holidays in the individual countries.

It was in this spirit that I.T.F. dealt with the problem in the resolution adopted by the Brussels Conference of the Railwaymen's section held in 1947. In that resolution, the principle of the introduction of the forty-hour week was reiterated, but at the same time particular stress was laid on the following point: "The economic consequences of the war having led to a substantial, and in many cases an even serious lowering of the standards of living of the working class in a great many countries, the Conference decides to postpone to its next meeting further consideration of an International Convention limiting hours on the railways to a maximum of forty per week."

What was decided in Brussels was confirmed at the Oslo Congress, was confirmed at the railwaymen's conference held at Innsbruck, was confirmed in Utrecht and finally the situation was again clarified at the London Congress, namely in a joint conference of Railwaymen, Road Transport and Inland Waterway Workers. There was no other possibility than to formulate the demand for a reduction in working hours in a really new manner and to leave to the unions of the individual countries the task of trying to achieve a shortening of working hours as and when the situation in their own countries made that possible. What is the position to-day? I admit quite openly that in my country, namely Switzerland, and in many other European countries the question of the forty-hour week is at the moment not a practical one because we see no possibility of realizing immediately what is in itself a justified claim. It has not been possible for us to take the question of reducing working hours any further because wages in many countries are still insufficient and we would have to refuse any reduction which did not maintain the present level of wages. Before we can attempt to achieve the forty-hour week with any prospect of success, we must increase wages not only nominally, but in fact. It is true that there are at this very moment efforts being made to achieve, not the forty-hour week, but the forty-four-

hour week. In Belgium, in Germany, in Sweden and in Switzerland negotiations are at present in progress between the trade unions, governments and employers for reduction in working hours, in all cases accompanied by the maintenance of existing wage levels, because on any other condition we could not hope to solve this problem at all.

The Swiss trade unions have taken the necessary steps to this end. They have informed the government of our country by means of resolutions that the step-by-step introduction of the forty-four-hour week must come. Any other solution would not be possible at the present time. We see the situation in this light : that by a reduction of one hour per year, we shall succeed, within a period of four years, in obtaining the forty-four-hour week without any reduction in take-home pay.

I must also draw attention to the fact that in many European countries, and particularly in the industrial countries, we are suffering from a shortage of manpower. In our little country Switzerland alone we have to employ 300,000 foreign workers in order to meet the demands of our industry. For this reason, too, it would not be possible to shorten the working week to forty hours without the necessary rationalization measures having been introduced beforehand.

In our view the solution to the problem should be as follows. Every trade union organization should do its best to achieve a shortening of working hours, preferably in stages and retaining existing wage levels. That is how we see the problem in Switzerland, and we believe that the I.T.F. has the duty to support these efforts being made in the individual countries.

There can be no question of our losing sight of our main objective, namely the forty-hour week. We are of the opinion that the resolutions adopted by the I.T.F. are correct and that we must attempt to achieve the forty-hour week in time, but that can only be done in many European countries by stages. If we do not adopt that method we are certain to fail, and we would certainly prefer to proceed step-by-step than to be faced with a failure which it would be extremely difficult to make good.

In my view, therefore, this present Congress of the I.T.F. does not need to adopt any new resolution. The principles which have been worked out by the I.T.F. are just as valid to-day as they were before. It is the task of the national unions, each in its own sector, to ensure that the demand for a reduction in working hours is followed up whenever possible and preferably in stages in order that the economies of their countries shall not be unbalanced and can be adapted to the new situation. [*Applause.*]

The President : I should like to thank Brother Düby for his brief survey of the situation with regard to the forty-hour week in the European countries. Following these two introductory statements, we will now open the discussion. The first speaker will be Brother Koppens of the Netherlands, who will be followed by Brother Seibert of Germany.

H. W. Koppens (Netherlands Federation of Transport Personnel) : Mr. President and Colleagues, when we discuss the problem of reducing working hours, irrespective of whether we are talking about the forty-

eight, forty-five, or forty-hour week or even about the five-day week, then it seems desirable that we should first pose a few questions which must be answered before we can adopt a positive policy.

The first question is : What do we understand by working time ? We all know that in the transport industry, whether it be in inland waterways or in road or rail transport, we have in practice to deal not only with working hours, but also with waiting periods, that is short stops which are usually described as stand-by time. In the inland waterway industry for example, we have the so-called rest periods during a lengthy voyage, in road transport the waiting periods when a lorry is being loaded or unloaded and in rail transport the short periods between the arrival and departure of trains. When we speak about x hours per week we must be clear as to whether we mean pure working time or stand-by time.

The second question is : Are we speaking of working time or the level of income ? In our opinion we should confine our discussion to working time only. However, even if we do that the problem is not settled by a regulation of normal working hours, that is, by a legally stipulated maximum. We should also take into account the extent of overtime worked on a more or less regular basis. If, for example, in a certain country the normal working week comprises forty or forty-four hours, but it is regular practice for, say, ten hours' overtime to be worked per week, then the actual working is not forty or forty-four hours but fifty or fifty-four hours per week.

Since that is the case, we have to ask ourselves whether it might not be better to fight against the practice of overtime as such. We are concerned at the situation which exists to-day. What sense is there in carrying on a campaign in favour of shorter working hours when the only practical result of that campaign would be that more overtime would be worked ?

What should in our opinion be the solution ? The best answer would be to request the committees of the dockers', road transport, railway and inland waterways' sections to ask affiliated unions in other countries to carry out an investigation of the actual situation on the basis of the following two main questions :

- (a) What is understood by the term overtime ?
- (b) What is the position with regard to the working of overtime ?

Only when we have done that can we put forward practical demands. The I.T.F. has now passed the stage in which it can be satisfied with mere slogans.

This applies to an even greater extent to the affiliated organizations, because it is they who have to put into practice the demands made by the I.T.F. In conclusion I would stress that in our opinion this is the best way in which we can achieve results.

Thank you. [*Applause.*]

The President : The next speaker will be Brother Seibert of Germany, who will be followed by Brother Brosch.

Ph. Seibert (German Railway Workers' Union): Mr. President and Colleagues, the problem of reduced working hours is a vital one for all who are employed in transport. I would like to go so far as to say that it is at least as important as the wages question. As regards working capacity it must be considered as even more important. The very fact that we have discussed this question at every Conference of the I.T.F. proves not only how important it is, but also how difficult it is to achieve a solution to it on the national plane. The chief difficulty is to be found in the differing financial situations of the individual transport operators. We have also the question of the form of the transport undertakings, i.e. whether they are operated by the State or by private enterprise, and, thirdly, we have the problem posed by the fact that working time is regulated partly by law and partly by means of collective agreement.

Perhaps you will permit me to make reference to the situation existing in Germany. On 1 September 1952 the question of reduced working hours was brought before the public by the German Trade Union Federation. Since then the problem has had such ample public discussion that to-day we have reached the point where we no longer ask ourselves whether a reduction is necessary, but rather how it can be achieved. During the period which lies behind us, the German Trade Unions have in fact had a considerable number of successes in this field. It was possible for instance to introduce a maximum working week of either forty-two and a half or forty-five hours for several million employees. We are in fact now seeking a gradual shortening of the forty-eight hour week to forty hours and this is also in line with the resolution adopted by the I.C.F.T.U. in New York in December 1955.

We have not yet made any progress on the German railways or in other sectors of the transport industry. We have, however—and here I refer particularly to the railways—taken the necessary steps with the legislators and with railway management, demanded a reduction of working hours to forty-five per week as a first stage and asked for the setting of a date for negotiations on the subject to begin. Discussions have in fact already taken place and we will try to achieve the forty-five-hour week during the course of the coming year. As was to be expected, railway management, as is the case with all similar bodies, claims that the transport industry cannot be the pacemaker in this respect and that any reduction in working hours must first be introduced in commerce and industry. However, we are of the same opinion as our trade union federation, namely that it is precisely in transport undertakings, where the volume of traffic is daily on the increase, involving greater risks for our people, that the question of working hours should be given first and not second priority for health reasons. We also believe that railway management cannot postpone the shortening of working hours merely by stating that they are not in a financial position to do so. For we cannot accept that railway companies in the various countries continue to stave off this matter at the expense of their employees. As has already been pointed out, the Secretariat's report on this subject does not clearly indicate the individual successes or failures by affiliated organizations. I should, therefore, like to recommend to the Secretariat that it should prepare a report, or rather a survey, from which it can be clearly seen how the problem of shorter working hours is being dealt with in the

various countries and what the results of these efforts are. I should like to conclude by expressing the hope that by the time Congress next meets, the I.T.F.-affiliated unions will have achieved real progress in this respect. [*Applause.*]

L. Brosch (Austrian Union of Employees in Commerce, Transport and Traffic): Mr. President and fellow delegates, on behalf of the Austrian transport workers I should like to clear up a misunderstanding. Brother Düby from Switzerland has quoted from an article written by myself, appearing in our union Journal, in which reference is made to working time of up to more than a hundred hours and in the case of bus drivers of ninety or more hours.

I would like to make it clear that in Austria we have a legally regulated maximum work week, namely the forty-eight-hour week, which also applies to the transport industry. Only in special cases in the transport industry is it possible to average out working hours over a two-week period, with a maximum of ninety-six hours. In our paper we have merely criticised the growing practice of excessive overtime and begun a strenuous campaign against this. It is obvious to us that there would be little point in seeking a shortening of the forty-eight-hour week if on the other hand, and in particular at peak periods, overtime of thirty to forty hours per week is being worked. We in Austria will do our utmost to secure a reduction of working hours in the transport industry, but our prime concern will be to safeguard the legally established work week. [*Applause.*]

The President: I now call upon Brother Salabarría.

R. N. Salabarría (Cuba): I have listened carefully to everything said here on a problem the solution of which, as one of the delegates said so rightly, is obligatory for us. In particular I wish to congratulate our brother from America for his account of conditions in the United States.

My own country is one of the few which were liberated only in this century—Cuba has no more than fifty years of freedom behind her, and so is enjoying a constitution younger and newer than that of the I.T.F., which is sixty years old. We view with special sympathy the fact, of which the American delegates here reminded us, that in 1955 the I.L.O. agreed on a forty-hour week for workers as a human right.

Though we in Cuba are, as I said, one of the youngest countries in the world, we have already attained this goal in certain sectors of our economy. It may surprise you, but it is an official, statutory fact that the working time for bus drivers in the city of Havana is a thirty-six hour week with a payment corresponding to forty-eight hours. Some of the men work six hours a day, with a pay for eight hours work. This result was obtained by the Cuban labour movement in great struggles, such as our brothers in the European countries are waging.

What we wish to see is that all American governments—not only that of the United States, but also the governments of the Latin American Republics—should reach the conclusion towards which the European governments are moving, namely that the economy of a whole nation improves insofar as labour conditions improve: the more the worker earns, the more active economic life in his country will be.

I repeat, brothers, that we must all fight to see conditions of equality established in Latin America.

We of the Cuban Maritime Federation have already obtained something in advance of our brothers in other groups. We have succeeded in getting a thirty-five hour week for our clerical workers in the offices. I wonder whether the I.T.F., which occupies a key position in this international field, could not do something to get agreements of this type accepted. It is in a position to see to it that better standards are introduced for its affiliates. What I cannot understand is that there should be countries whose workers feel indifferent about the standard of living of other nations. This outlook leads to a general lack of equilibrium and equity.

We ourselves have never ceased to struggle for our aims everywhere. In our part of the world we have had to suffer under various dictatorships, and we have fought them. I myself have moved a resolution at this Congress, demanding freedom for one of our Latin American countries, the Dominican Republic, because we believe in the indivisibility of freedom throughout the world, an idea which has already been expressed here very movingly. It is out of the same conviction that we demand freedom and justice for our brothers who fought at Poznan and who are suffering behind the Iron Curtain. [*Applause.*]

The workers of Cuba wish to tell this Congress, through me, that we must come to a decision on the forty-hour week now, without waiting for the next Congress. As many of the European delegates said, we first of all must get the existing agreements ratified, and then we shall see to it that the forty-hour week is put into practice. Ever since 1940, we in Cuba have been fighting with all our might to establish a general forty-hour week, in accordance with decisions reached by the I.T.F. Indeed, we have a forty-hour week in many sectors by now, and it is quite general with us to have a forty-four hour week with payment for forty-eight hours.

I have noticed here that certain delegates think they have reason to fear the introduction of a forty-hour week, because it might put their products in a position of inferiority on the international competitive market. I believe they are wrong, and want to illustrate my opinion with a practical example. The staple product of Cuba is sugar. Now, both our Government and the employers always used to try and prevent workers in the sugar industry from demanding better conditions, because they believed this would give an advantage to competitor countries on the sugar market. However, I may tell you that the conditions of plantation workers in Cuba now are better than any other sugar-growing country, and at the same time our industry is getting better results than ever before. We believe that a nation is best qualified to compete when its goods are of a high quality, and such a quality cannot be achieved while the workers are starving.

This is why I wanted to stress that it is not our business to worry about the problems of competitive industry, but rather to worry about the conditions under which workers throughout the world have to live. This is the main task for us in our trade union work and in the I.T.F.

The President : I should like to thank Brother Salabarria for his remarks. We have now exhausted the list of speakers on this agenda item, and I should like to propose to Congress that the Resolutions Committee should now meet and draw up a new resolution more in keeping with the new circumstances and submit it to Congress in order that we should not leave Vienna without having adopted a clear policy on this subject. Does Congress agree to this course? I hear no objection and I, therefore, request the Resolutions Committee, perhaps with the help of one or other of those who have taken part in the discussion, to draw up the resolution and place it before Congress.

I now propose that we should adjourn the session, but before I do so, Brother Becu has one or two announcements to make.

The General Secretary then read a message from the Kowloon-Canton Railway Workers' Union expressing regret at being unable to attend the Congress owing to financial difficulties and wishing Congress every success. He also requested that the names of nominees for the General Council should be handed in immediately.

The President : I should like to underline what Brother Becu said about nominees, and I now adjourn Congress until 2.30 p.m.

The Congress was adjourned at 12.20 p.m.

Tuesday, 24th July, 1956

Afternoon Session

INTENSIFICATION AND EXPANSION OF ACTIVITIES IN ALL COUNTRIES FOR THE PROMOTION OF FREE TRADE UNIONS

The President : I declare the session open and I would propose that we adjourn at 4.30 p.m., after which the Resolutions Committee will meet in Room 5.

The next item on the agenda which we have to discuss is Item 11 : Intensification and Expansion of Activities in All Countries for the Promotion of Free Trade Unions. This item will be introduced by our friend Soares from Asia, and he will be followed by our friend Martinez from South America. Brother Soares !

J. Soares (I.T.F. Asian Office) : Brother Chairman and Fellow Delegates, in taking the floor I do so not as a delegate of India but as a staff member of the I.T.F. charged with the direction of the Asian Office of our International in Tokyo, Japan.

This is my first attendance at Congress and I am indeed happy and privileged to be here for it affords me an opportunity of meeting other members of our large family, a family which, founded sixty years ago, has its children spread all over the democratic world. The children of our still growing family are in various stages of growth. The older members have reached respected and dignified maturity while others are well on the way to reaching that stage, but in the main the younger and most numerous are still in the toddling and crawling stages. They need a helping hand from their elders, a hand that must provide not only guidance along the road to maturity, but also the nourishment which makes that growth possible.

In most of the countries of Asia, but particularly in Burma, Pakistan, Malaya, Singapore, Hong Kong, Japan, the Philippines and Indonesia, a large fund of goodwill exists towards the I.T.F. In these areas the I.T.F. is the best known of the trade secretariats. Its activities in promoting the social and economic advancement of the transport workers are not only well-known but very much appreciated. Some organizations in these areas have been with us for a number of years, are represented on the I.T.F.'s Councils and contribute their very modest mite to the family kitty. Others maintain close and very friendly ties. They would much prefer to join our family as full members, but are unable to do so because their admittance would impose financial obligations which they are unable to meet even on a token basis. Most unions of transport workers in this region, with the exception of Japan, have few, if any, financial resources. Dues revenues are very meagre, are extremely difficult to collect, and even when collected barely suffice to meet ordinary office expenditure, let alone the salaries of officials or union activities. The preoccupation of their leadership with politics, the general poverty and illiteracy of the workers, are also factors which contribute to the tardy growth of transport workers' organizations.

Generally speaking, railwaymen and dockers are about the best organized, followed closely by bus and tram employees, particularly of municipalized undertakings, and then by seamen. A few organizations of civil aviation workers exist, but they are small and comparatively weak. Organizations of road transport workers, that is of lorrymen, taxi drivers and what we call in the East trishawmen or rickshaw men, other than those of nationalized undertakings, are few and far between.

In many countries of the Asian region and in fact in most of them, unions are not free in the sense which we all understand the term here. They are appendages of a political party, and that means of the party in power. The leadership of such unions, therefore, can hardly be said to be independent of the control, indirect though that may be, of the parties concerned. It is thus easy to see that in these circumstances trade unions are used by their leaders to further primarily, not the interests of the membership, but the policies to which they are tied. Examples of this kind can be multiplied. The leadership is, generally speaking, unconcerned as to the effect its adherence to such policies may have on the interests of their members. In one country, to give an example, stress is being increasingly laid on the fact that any reference to strike action, the ultimate weapon in our armoury, be entirely removed from the Statute Book ; in another that, during a period of planning or of economic development, wages should be stabilized on existing levels without the concomitant guarantee, which no government can, of course, give that prices be also pegged at current levels. In yet another country, the trade union movement, under the domination of a political party, is required to stress political issues currently in favour rather than the economic difficulties facing the workers themselves, for which neither the unions nor the Government seem to have a solution. It has, however, been increasingly noted that there are encouraging signs that the union leaders, and indeed the rank and file, wish to break away from any link with politics and the domination of political parties. This process can be encouraged only by emphasising the fact that independent unions can serve both their membership and their countries without a direct attachment to political parties.

Our regional activities, appreciated as they are in the region which I represent, are insufficient both in scope and extent to meet the needs of its younger unions. They have problems common to others but, additionally, have some peculiar ones of their own. There are organizational difficulties resulting from inexperienced leadership, difficulties which can be corrected by trade union education in collective bargaining techniques. Our regional offices are sometimes called upon to help iron out difficulties of a kind for which we are not really equipped. We have regretfully to decline to give such aid and help simply because they involve travel and transportation ; that is, they involve expense. That type of aid, however, should be forthcoming from us. Acquaintanceships made should be nurtured into friendships and the closer ties formed maintained and strengthened, if the objectives and aims of our International are to be fully met. This is particularly necessary at the present time, when the enemies of democratic trade unionism, with unlimited financial resources at their disposal and free tours and jaunts camouflaged under names such as Inspection Tours or Study Tours, have been endeavouring to wean our friends away from us. If our programmes of

regional activity are to reach their targets, if our International is to perform satisfactorily the many tasks entrusted to it by this Congress, if the I.T.F. has to maintain the challenge made by our enemies, and if the pace of our activities is to be speeded up, then funds will have to be found not only for the continuation of present programmes, but also for their extension and intensification, with the primary aim of offsetting the advantages our enemies presently enjoy as a result of unlimited financial resources. It is not for me to say where this money, so necessary to our task, is to come from. All I can point out is that the need for it is real and urgent, for without it our objectives cannot be obtained and, in the final analysis, the friends which we have made and the large fund of goodwill which we have built up for ourselves will have been lost or destroyed by the insidious but attractive allures of the enemies of democracy and social progress.

The intention of the I.T.F. has always been to set up not so much regional offices but regional organizations in which the countries comprising them could get together to discuss their problems and to have those problems brought before this Congress. We have had an Asian office in Tokyo for some time and it is attempting to progress towards a regional organization, but the process is a slow one because of the immaturity to which I referred earlier. The pace of the growth of unions in the Asian area can be speeded up and so can the pace of our programmes. The correct path of social and democratic progress can be shown to those unions, if they have the knowledge that their brethren, the maturer ones, of whom I spoke, are united to help them along the road.

I am very grateful to our friends abroad for the badly needed help which has been given in our Tokyo office. The smaller transport workers' unions find it difficult to equip themselves with the bare necessities such as an office, a small library, a typewriter and other similar material. If those could be made available it would not only help out, but it would act as a token of our concern and interest in them. In the main, however, as I have already pointed out earlier, the need is for sufficient funds to continue our work—work which will eventually contribute to bringing together the unions in a particular region and creating a regional organization which would be represented by this body of the I.T.F.

I commend to your attention, fellow delegates, the report now under discussion and stress the obvious conclusions reached in that document by our Secretariat. As a servant of this Congress, I pledge my whole-hearted support and effort in the fulfilment of the tasks entrusted to us and to me by yourselves. All we ask is that you, recognizing as you undoubtedly do the difficulties inherent in work in this region, will exercise patience, the patience which comes with maturity, and that you will further strengthen in all possible ways the bonds which at present link the members of our family. Those bonds are real even if in some places they may be rather weak, but I would stress that they could be strengthened by moral and financial support which I have no doubt you will extend in the fullest degree possible. In so doing, you will have proved that international labour solidarity is real, that it can be effective and that there is real understanding of the fact that behind that solidarity is an understanding of the principles embodied in the Declaration of

Philadelphia, namely, that poverty anywhere constitutes a danger to prosperity anywhere.

I thank you.

L. Martínez (I.T.F. Latin American Office): Mr. President and Colleagues, like Brother Soares I am not a delegate. As many of you may know, I am an official of the I.T.F. I had been in the Secretariat for several years where I had dealt with Latin American activities, but unlike the case of Brother Soares my situation is rather disagreeable now because I occupy a post which would have been held by one whom you all knew very well, the late Brother Trifon Gómez. You may understand, therefore, that my position is a difficult one and that I feel very unhappy about occupying his place. I am very conscious of the fact that I do not have his capacity and also that I am no speaker, but nevertheless I should like to give a very brief explanation of our activities in the Latin American continent and enter into the discussion on Point 11 of the agenda, which refers to the intensification and extension of activities of free trade unions in all countries.

There can be no doubt that this intensification and development of activities in continents other than that of Europe, where trade unionism in the field of transport has reached full maturity, is vitally necessary. I would like to refer here particularly to the situation in South America. The organizations there require help and they need that help because they are fighting on several fronts at the same time. First of all they have a standard of living which is generally very low. The affiliated members do not always understand the necessity of participating in international activities, nor do they always support their various local organizations. The speeding up of our activities and of our propaganda and publicity work in that field might result in both those who lead and those who are led participating fully in national and international activities.

The second front on which the organizations of Latin America are fighting is that created by governmental interference in their private affairs. From the report distributed to you on this subject it may be seen quite clearly that not all the organizations of Latin America and certain other continents are fully free. They are in fact not free from governmental intervention. It would take a considerable time to give you details of all the various cases in which such interference has taken place, but I think nevertheless that it would be advisable for Congress to learn of some of these. For example, we have in Central America railway undertakings such as the International Railways of Central America which persecute trade union officials when claims are made. They have them transferred and sometimes even dismiss them from their jobs. This is an extremely difficult situation and the Latin American organizations cannot really prosper under such conditions for the simple reason that when a trade unionist has begun the work of organization and begins to make progress, the company suddenly steps in and stops his work. Quite frankly they want to put him in a situation which renders him incapable of performing his trade union duties. This, incidentally, is a situation which we have been facing not merely since we have been working in Latin America; we were in fact aware of it for a long time before this. Now, however, that we are working in that continent our experience of it is more personal. In my view it is

absolutely vital that this Congress not only be interested in, but deals with this situation.

I have been referring to Central America, but we also have the same situation in the South, for example, in Chile. At the beginning of this year there was a general strike in which railwaymen participated. As a result, the Government stepped in because the railways are owned by the Government and took measures against the trade union leaders. First of all it did away with the check-off of affiliation fees to the national organizations and, secondly, dismissed a number of trade union leaders simply because they had expressed disapproval of the measures taken by the Government. Finally, it prevented trade union officials from moving about the country in order that they could attend to their obligations as leaders of a national organization.

To some extent, however, this situation has been changed as a consequence of the mission which was recently sent to Latin America by the Executive Committee. This mission took great care not to show itself too much and had to carry on its work, shall we say, behind the scenes. We believe, however, that it produced excellent results.

Up to now I have been referring only to the railways, but in Colombia we have a similar situation with regard to the seafarers' union. This is an organization which has been legally established, but following the submission of a few very modest claims, the shipping concern, following the example of the company already mentioned, simply dismissed members and declared the organization to be unconstitutional, despite the fact that it is recognized by the Government. I think that these brothers, too, would like to have the moral support of this Twenty-Fourth Congress of the I.T.F. for this claim, for both the seafarers and other workers in the Colombian transport industry wish to join the international movement. Brother Conde of the national trade union of Avianca has offered his collaboration, as has also the President of our Zone, who is working very effectively in order to organize a National Congress of Transport Workers which will group all the transport employees in our area.

This trend towards unification is true not only of Columbia, but also of other countries, for example, of Chile—where we stopped over for a short time. Our colleagues of the Peruvian transport unions have set up a national committee in order to federate the unions belonging to the various transport sectors in that country. They hope that, apart from the material help which they could get and now need, they could also expect moral support from the I.T.F. They must be enabled to learn what the I.T.F. is, for in that way we can get them to participate in our activities as time goes by.

Well, colleagues, that is merely a summary of the employers' offensive, as I might call it, on the railways. But the same, however, applies to the civil aviation field. With a few exceptions, and I might say here that Colombia is one such, the civil aviation workers of Latin America are not able to join trade unions. I mean by that that officially they do have the right, but in practice the various civil aviation companies are worse than those which I have already mentioned. They both victimize and dismiss those people, particularly pilots and ground personnel, who dare to join in any trade union activities. This is a very serious matter and our International must do everything within its power

to ensure that these airline companies are made to understand that such a situation cannot be tolerated any longer. This is a situation which makes things extremely difficult for our Latin American colleagues, for they wish to participate fully in international activities, but there is no way for them to do so unless they enjoy our support.

Probably some delegates here may remember that at the Stockholm Congress held in 1952 a resolution was adopted requesting the Supreme Court of Mexico to give legal status to the National League of Mexican pilots. Well, the Secretariat sent that resolution to the responsible authorities in Mexico, but nothing was done about it at all, despite the fact that contacts we have with Mexico show quite clearly that all flight and ground personnel wish to have the opportunity of belonging to an organization in order that they can defend their interests. We have tried to set up such a national organization in Mexico, but up to now have not been successful. We intend, however, to continue our work towards that end.

As regards the other branches of transport there is a very real interest in the I.T.F. in the road and passenger transport sectors. For that reason the I.T.F. should carry out a publicity campaign among its workers and keep them informed of I.T.F. sectional activities in order that they may at least be enabled to follow what is going on here and stimulate their members to continue their fight for better living conditions.

In view of the position which I have just sketched for you, it is absolutely indispensable to step up I.T.F. activities, both by way of practical help and publicity work. So far as the latter is concerned, emphasis should be placed on information concerning the activities of the industrial sections of the I.T.F., so as to encourage our Latin American colleagues in the individual sectors of the transport industry to follow up developments elsewhere in their own fields. General activities are very interesting, but if we concentrate on sectional work I think it would be of much more direct interest to those concerned. We have, of course, already done a great deal of publicity work which has resulted in a great deal of interest. Both the Executive Committee and the General Secretary himself have fully understood this interest and they gave the Mexican regional office all kinds of help to that end. Recently, for instance, we published a pamphlet entitled "What is the I.T.F. and how does it work?", which was received with a great deal of interest, and so far as we can see seems to have achieved its aim. We would, however, not be sincere if we were to say that the Latin American organizations are wholly following our advice or that they maintain as regular contacts with us as do the unions of Europe or North America for example.

Our friends in Latin America are beginning to understand the need for and the advisability of participating in international work, but for the time being something is lacking. I think, however, we shall be able to make that good in time if we really persevere. The proof that the work which is being carried on by the Mexican office for so short a time is useful can be gauged from the fact that, contrary to what happened in the Secretariat, we now carry on a considerable correspondence with the unions there. Our press communiqué, too, is read throughout the whole continent, and in return we receive information and publications from a number of organizations. In other words, the I.T.F. is slowly gaining

ground in Latin America. There can be no doubt, however, that the very modest result which has been achieved is due mainly to the collaboration which we have received from the regional office of the I.C.F.T.U. in Mexico. Brothers Jauregui and Monge have given us all the help which we have needed, and, as a result of the excellent system of contacts maintained by their organizations, we have managed to establish new relations and benefit from new affiliations. A recent example was that of the Panamanian seamen. The fact that that organization has joined us is due to the work of O.R.I.T.

If the I.T.F. really tackles this difficult situation, because after all the Latin American situation is a difficult one, I am sure that we can attain the results to which I have already referred. There is, however, no question of these organizations contributing financially to the common effort as is being done by certain organizations which have been affiliated for many years and which are more or less stable financially. There can be no doubt, however, that our brothers in Latin America sincerely wish to co-operate fully in the activities of the I.T.F., and in so far as possible they will make their contribution. I say to delegates that the I.T.F. must be patient. You cannot hope to succeed in such an enormous continent, you cannot hope to win such a continent in a few years. We must continue to persevere with our work, and there is no doubt that if we are guided by the spirit of Trifón Gómez who did so much to stimulate the activities of the Mexican regional office, we are quite certain to achieve all our goals.

Thank you.

The President : This item is now open for discussion. I call on Brother Haugen, who will be followed by Brother Christensson.

I. Haugen (Norwegian Seamen's Union) : In my opinion Document C.8. is a very important one, one which we have to consider carefully and to use very carefully. So far as I can see the document poses two problems : the first is that resulting from our co-operation with the I.C.F.T.U. in its regional funds ; that is a problem which the newly-elected General Council will have to deal with, so I shall not elaborate on it. The second part of the document deals with the conclusion in four points and it is to that conclusion that I wish to refer.

I have to propose an amendment, because I do sincerely believe that first things should come first. You will see on page five of the document that there are four points. My amendment is this : that points 1 and 2 should stand as they are, but that the order of points 3 and 4 should be reversed.

The reason why I make this amendment is that I believe that the proposed small committee should be elected and made effective as quickly as possible in order to hammer out a long-term programme such as is mentioned in point 3 of the document. This Congress has already decided to increase affiliation fees, but even so, funds for regional activities are not likely to be sufficient to do this work efficiently and on a broad enough basis.

The committee has to hammer out the programme and to take into consideration the financial resources available to them at present and in the years to come. We are all of us ready to contribute to this work, but it must nevertheless not be forgotten that there are certain difficulties of

a financial nature. The committee will, therefore, not only have to draw up a long term programme, but it will also have to report to the next Congress on how far it is possible to go with the money allocated, even with the rise of 15 per cent as decided by Congress.

In saying this I would like, Mr. President, to address a few words to our friends in the regions who need help and who are asking for help. I would like to make it clear that the building up of sound trade unions is not only a job of enrolling paper membership, but it must also be ensured that the members pay contributions in order that the union is able to meet its financial obligations. We on the Executive Committee have personal experience of unions which have been in existence for ten years and during that period have been able to count on help from the I.T.F. in securing decent agreements for their members and good social standards. Nevertheless, the membership is not paying, or they are paying so small a contribution that the union is not able to carry on its administration without outside help. I say to our brothers in the under-developed regions that the task of establishing new and strong trade unions there is a job of which ninety per cent must be done by yourselves. The help given by the I.T.F. in opening offices, sending delegates and giving advice is only worth ten per cent if you are not prepared to come along and do the rest. Let there be no misunderstanding here simply because trade unions in the industrial countries in Northern Europe and North America are contributing so readily to this job for the I.C.F.T.U.

I should like to see some results. I should like to see that, as this job is done, the unions formed should be able to stand on their own feet and not be in the position that they can do nothing without financial help from outside. I, therefore, formally move the amendment which I have proposed.

The President : Brother Christensson !

J. Christensson (Swedish Transport Workers' Union) : In the general discussion on the report of activities we have the opportunity of listening to a few of our colleagues from those countries which we normally call under-developed, and we heard from them some rather frightening stories which, in our opinion, are not exaggerated.

The reports made by Brothers Soares and Martinez stress the importance of the tasks which were mentioned during the discussion. Since I now have the floor, I would like first of all to stress that those colleagues will want a reply one way or the other beyond the usual resolution and when I say a reply, I mean one from those countries which are normally called advanced and which may be expected to grant the assistance and support which our brothers in the under-developed countries would appreciate.

As regards regional activities in general, I have some personal experience in the matter, and once you have had that experience it makes a deep impression. A short while ago I took part in a Congress held in Mexico by the Social Security Association, which was organizing its Congress outside Europe for the first time. The number of delegates there and the interest shown by the South American States underlined the fact that they would very much like to have contacts with more advanced countries, in their own words, they would like to profit from our experience. As was said by the President of the Chilean Trade Union

Congress, even if they have made a certain amount of progress they would still do anything to reach a higher social standard. During that Congress we heard a report by a Peruvian professor in which he described income conditions in Latin America and mentioned the fact that there are certain countries in the continent where annual income per inhabitant is roughly 40 U.S. dollars. He compared that to an average income in the U.S.A. of \$1,300 and in Canada to one of \$700, figures which, incidentally, certain Scandinavian countries have also reached.

When we hear statements like that we realize the need for economic assistance. Conditions in these countries must be extremely bad when they have to make do for a whole year on \$40, particularly when one notes that an investigation carried out by the Mexican T.U.C. has shown that a minimum of three Mexican dollars per day is necessary in order to be able to support a family. In other words if you compare our conditions with those prevailing in Latin America and in certain other parts of the world, you realize that the raising of income levels is absolutely essential. It must be realized in this connection that a low-paid working class reduces the standard of living of those in better positions. During our reconstruction period after the war, we in Europe had to overcome considerable difficulties resulting from the low pay of certain groups of workers in the European countries. We should always look upwards to those who are better situated and try to raise the standard of living accordingly.

In the countries which I represent we have had the experience that the higher we set our claims and the more urgently we put them, the greater is the need for rationalization realized. So long as you do not submit such claims and push them with energy you remain in the same old rut and people will continue to carry on some sort of existence on starvation wages. Consequently I should like to support the proposal to assist these countries, and I would request most sincerely not only the I.T.F. but also the I.C.F.T.U. that both these organizations should endeavour to make the necessary progress in order to secure for the workers in the under-developed countries conditions worthy of human beings, in order that they should not merely live as beggars outside the doors of their better paid brothers, but be enabled to appear at our Congress on a basis of equality.

Finally, I should like to support the amendment proposed by Brother Haugen during the course of this discussion.

The President : Brother Agonsi !

L. Agonsi (Nigerian Railway Technical Staff Association): Mr. President and Fellow Delegates, the map of the world behind the Chairman is not there merely for decoration purposes, but also to remind us of the international brotherhood which, for the past sixty years the I.T.F. has been out to foster. This organization with the support of its affiliated unions has established regional offices in almost all continents of the world except Africa. Are we in Africa to take it that the I.T.F. pays less attention to us or is it because we have not asked the International for help? If the latter is the reason, then I believe I am speaking for that continent if I say that the time is overdue for us to foster the growth of African trade unions.

Many people here know little or nothing about Africa. The little they know is that Africa is mainly a jungle inhabited by lions, elephants and Bushmen. When we mention Africa to some Europeans their minds run straight to the idea that Africa is just a huge hunting ground. That is not at all true. We have wild animals, but we also have good people. If English, French and Belgian nuisances, traders and politicians could penetrate into the thickest African jungle, why can the I.T.F. not do likewise?

For many days the newspapers in Europe and America have been commenting extensively on the news in Poznan. That was also the position when the workers in East Berlin revolted against Communism three years ago. We at this Congress will soon debate a resolution confirming our solidarity with the workers of Poznan, and I am sure that if the workers of Poland asked for financial assistance to fight Communism almost all unions affiliated to the I.T.F. would donate generously. But in many parts of Africa we have systems worse than Communism. The Government of South Africa, for example, is just as opposed to free trade unionism as is any Communist régime. The position in Egypt may also be the same. I doubt, too, whether there is any trade union organization in Liberia, whilst throughout Africa workers are either unorganized or, where trade unions exist, they are very weak.

We have been referred to as an underdeveloped area. This phrase has been used on countless occasions at all kinds of international meetings. I do not think, however, there is any area of this world which God has designated as an "underdeveloped area". If Africa and some parts of Asia are underdeveloped that means that there is a lot of development work to be done, and I am seriously appealing to this Congress to participate in that work now.

If you look around the Congress hall you will see that there are only very few of us from Africa, despite the fact that Africa is the second largest continent, containing millions upon millions of people. We have only thirteen trade unions representing 23,000 workers affiliated with the I.T.F., but in Africa as a whole we have over five million transport workers and millions of transport workers who are yet unorganized. Many of these workers are illiterate, but the people of Africa cannot remain uneducated. The time is coming when they will rise like sleeping lions to take their rightful place in the affairs of the world. We should not wait until that time. We must, as a dynamic movement, awaken the workers of Africa in order that they may march with us to achieve that complete social justice which is the object of the I.T.F.

In his opening address the President warned the workers of Africa against accepting help from the Communists, which he knows from experience only has one purpose, namely, to condemn the workers of the world to the tyranny of Communism. He went on to say that the I.T.F. would spare no effort to point out and warn against this danger. But expositions and warnings just will not do. If you do not want us to accept gifts from another source you have to help us yourselves. You cannot be like the dog who did not want to drink water, but would not allow others to drink. I would like to say this to you; if you just spend £1 where the Communists spend £100 you would win over the workers of Africa to free trade unionism. We love freedom. We also love the

freedom to organize trade unions, but we cannot merely continue to shout freedom when we are dying of starvation. A hungry man is in bondage and with your help we would be enabled to develop our resources and to become as well-fed and as well-educated as others in the industrially-developed areas.

In my opinion the I.T.F. has done all it can for Europe and America. There are fewer problems in these continents now. It is only in Africa and some parts of Asia that there are virgin fields to organize. If in fact our object is to help organize transport workers in countries where they are unorganized and to assist weak organizations worthy of assistance, I would say that the time is overdue to put this objective into practice in my continent.

From the report which has been submitted to us it can be assumed that the I.T.F. is now out to intensify and extend its activities in the underdeveloped areas. In addition to any project you have in mind, I would seriously suggest that you consider the idea of inviting trade union leaders from Africa to visit industrial countries of Europe and America. This will achieve better results than sending missions to our continent. We must be encouraged to learn on the spot how the workers in Europe and elsewhere have developed their trade unions. Moreover, most of us in Africa feel that all Europeans are exploiters, businessmen who care little or anything about our social development. Some workers in my country can hardly believe that people as well-intentioned as yourselves really exist in Europe and America. By means of regular visits outside Africa they would no doubt realize that you have our interests at heart and our relationships with the few white people who live among us would automatically change for the better.

The I.T.F. will soon be faced with a big problem: that of giving large subsidies to affiliated organizations in Africa and Asia to enable them to attend I.T.F. meetings or of holding such meetings without representatives from its affiliated organizations in these continents. We have many transport trade unions in Nigeria which will soon affiliate to the I.T.F. They believe that the I.T.F. is a body which can help them and they would be disappointed if such help were not forthcoming. However, the fact is that you just can't help everybody; financial resources are limited and the I.T.F. itself depends on its affiliated organizations for its very existence. One way of solving that problem would be to launch out on a bold programme ensuring that unions in the underdeveloped areas are given a permanent footing so that they can be as strong as the unions of Europe and elsewhere and contribute something to the coffers of the I.T.F. instead of always taking something out of them.

It has been suggested that missions should be sent to appropriate regions and that a special committee should be set up. What I should like to ask is that these projects should be carried out with our full participation. We wear the shoe and know where it pinches. Any mission sent out which did not include somebody from Africa would be received with suspicion. I remember, for example, the reception which the I.C.F.T.U. had when it visited Nigeria in 1951. It was not a good one.

The I.T.F. is an influential organization—the most dynamic trade secretariat associated with the I.C.F.T.U. Delegates may say that the problem of intensification of such activities should be left to the I.C.F.T.U., which is a more embracing body ; but I would suggest that that opinion is wrong. This organization is in fact the pacemaker of the I.C.F.T.U. We in transport open up the way for others and in similar manner we should set the pace in intensifying regional activities. In view of that, brother delegates, I appeal to you to consider the problem now before us very seriously.

We are very grateful to the I.T.F. for what it has done for us so far. We hope that this assistance will continue ; but we do not intend to live indefinitely as parasites on this organization. Unions within this body have given yeoman service to trade unions in Africa. The British N.U.R., for instance, gave a lot to help the Rhodesian African railwaymen, but we do not favour being petted like babes year in, year out. We want to grow and our growth should be encouraged by you.

The countries in Africa are gradually attaining self-government and independence from foreign rule. Once this home rule comes about, the countries concerned will enter into diplomatic relationships with others, whether they be Communist or democratic. Before that happens, I would like to see the I.T.F. with a strong footing in Africa.

We would not be satisfied to be merely junior partners in this great movement. It is our desire to participate actively in the work of the I.T.F. That, however, will not be possible unless we have well-run trade unions, led by responsible and experienced leaders. In Nigeria at present, for example, there are few experienced men in the movement. Workers are unwilling to give up their safe, permanent and pensionable positions and exchange them for the risky job of trade union organization. Full-time trade union officials are not well paid and at times do not receive their pay regularly. Only very few people will accept such employment under these uncertain conditions. With the help of an organization like the I.T.F., however, I hope that future prospects will be brighter.

I sacrificed a lot to attend this Conference. It was very difficult for my union to pay my passage to London thence to Vienna. Even my passage home is still a difficulty. I and my union are making this sacrifice because we believe that it would be in the interest of workers in the underdeveloped areas if we participated in the discussion here and enabled you to learn of our difficulties.

I have just received a letter from the Railway African Union of Kenya asking me to appeal to Congress to come to their aid in achieving satisfactory, non-discriminatory service conditions. I have received a similar mandate from the Amalgamated Dock Workers' Union of Nigeria and the Cameroons, so that I can say that I am speaking on behalf of those in both West and East Africa in asking Congress to decide in favour of the immediate intensification of I.T.F. activities in the continent of Africa.

What our people are in great need of is the creation of proper and well established trade unions. Any measures taken towards that end should, I suggest, include the supply of educational material and the encouragement of education by the I.T.F. Last year three members of

my union attended an international seminar organized by the I.C.F.T.U. It was this organization which sent them. Their experience at that seminar has been of great help to us and moreover left my members with the impression that you appreciate our difficulties and our desire to make progress. If possible, we should like this type of encouragement to be continuous.

In conclusion I have to remind you of the telegram from my union which was read by the General Secretary the day the Congress opened. My union wanted Congress to know that all African transport workers look to the I.T.F. for encouragement and assistance. I have to stress that that help should not be postponed, but should begin now by this Congress taking a bold decision to launch out on a very large scale on the task of organizing the unorganized transport workers in Africa and other parts of the world. There will, of course, be the problem of finance, but we have among us powerful unions representing millions of workers. The contribution of a few shillings by all the workers whom we represent would solve the problems before this Congress.

The President : I now call on Brother Oca, who will be followed by Brother Heymann.

R. Oca (Philippine Transport Workers' Union) : Mr. President and Fellow Delegates, the Philippine Transport Workers' Union is the newest organization in this great International. We are very glad and greatly honoured that we have the privilege of being here to-day and of being able to meet our friends from every part of the world.

The Philippine Transport Workers' Union is doing its very best to live up to the standards and policies for which the I.T.F. stands. I had the honour to be present at the first I.T.F. Asian conference held in Tokyo in 1955, and I was one of those who strongly advocated the importance of having an I.T.F. regional office in that part of the world. Thanks to our General Secretary, who was also present at the conference, that has now become a reality. The I.T.F. regional office in Japan has, of course, not yet made much progress. There is a lot to be done, and I realize that it requires a great sacrifice on the part of this International to enable it to do the work for which it was created.

I would like to impress upon my colleagues and particularly upon those who come from the more fortunate countries of this world that we in Asia are now fighting a great menace, a menace of which I know everyone of you has heard. I know that you, too, have this same menace on your very doorstep, but in Asia we feel it perhaps more, since we are an underdeveloped area, and consequently what you could call an easy prey to the tentacles of Communism. Nevertheless, I would say that the Philippines, small though it is, can proudly say that it has fought this menace and, thanks to its President, who was instrumental in fighting Communism five years ago, we have been able to put it into a position where it can do no further harm to our country. This agenda item, in which we have expressed the intention of intensifying and extending regional activities for the improvement of the free trade union movement, is a very timely one for us, since we will be able to explain to you exactly what are the problems concerning us in Asia to-day. Take, for instance, Indonesia. Take, for instance, the other countries where Communism has been able to secure a firm foothold. In these areas we are

fighting against a very strong opponent, but I am glad to say that we in the Philippines will do our utmost, as a part of this great international transport workers' movement, to fight against this menace.

I would also like to point out to you some of the difficulties which are facing the transport workers in our part of the world. In our country, for instance, there are no less than 7,170 islands, so you can imagine to what extent transport plays an important rôle. A large section of our population is to-day unemployed and for that reason I am very grateful to those speakers who have announced their intention of extending a helping hand for the purpose of facilitating the extension of free trade unionism in every part of the world.

I would like to suggest the establishment of closer relationships between the countries of Asia, as has been recommended in the resolution before us. That will play a very important part in uniting most of the Asian transport workers. Secondly, I would also suggest that an exchange of transport workers from these various countries in Asia should be made possible in order that we should know what our colleagues in other countries are doing and so be able to make plans and take decisions which will contribute towards helping all of us to improve the situation of the free trade unions.

Finally, I would like to say that more emphasis should be given to the centralization of activities in that part of the world. That means that our I.T.F. regional office in Tokyo should be given more and more opportunities and should be given more aid, for a regional office can be of no use if it has not the right material, if it has not the financial resources necessary for achieving the purposes for which it has been established. I would like to say that if you respond to this appeal, you will not only help democracy here, but also in that part of the world where I come from.

The President: Brother Heymann now has the floor. He will be followed by Brother Knight of Grenada.

Ch. Heymann: (Gold Coast Inland Transport Workers' Union): Mr. President and Colleagues, I bring you fraternal greetings from the transport workers and from the Gold Coast Trade Union Congress. Firstly, I would like to express the indebtedness of the Gold Coast Transport Workers' Union to the Executive Committee of the I.T.F., for the generous offer made to my union enabling it to send a delegate here and participate in the celebration of this Jubilee Congress. I would be failing in my duty if I did not equally express our gratitude to Brother Becu, General Secretary, for the inspiration and encouragement he has given us in bringing the I.T.F. to our knowledge and finally winning our respect and interest for it by his dynamic spirit of selfless duty.

For the benefit of those who may not have any background knowledge of the Gold Coast, I would like to give the following brief sketch: the Gold Coast borders on the Atlantic Ocean in West Africa and is about 90,000 square miles in extent, its 250-mile coast-line being its only access to the sea; its early history being connected with the early trading ventures of the Phoenicians, French, and Portuguese. The main artery of communication between the natives and the then known world was the sea and this provided the main link with the outside world until very recently when air transport began to be developed.

The Gold Coast is essentially an agricultural country whose principal product, cocoa, is produced to such an extent that it supplies nearly one-third of the world's needs.

Besides cocoa, the Gold Coast ships an increasingly large quantity of timber; its principal exports also include manganese, bauxite, and commercial diamonds and gold.

The country's natural resources are spread evenly over this area, making communication an important feature of its development programme. The Gold Coast depends on its road system for its internal communications. That system has grown from only 250 miles in 1918 to 27,000 miles of all classes, of which 5,000 may be said to be in a first-class condition. During the past eight years, the Gold Coast has spent no less than £12 million on the construction of new roads and reconditioning of older ones and more will be spent in the next five-year development plan commencing 1957. Plying on the roads are about 50,000 vehicles of all descriptions with the greatest concentration of traffic centred around principal towns and the main cocoa-growing areas.

It is estimated that no less than 120,000 persons are actively engaged in work connected with communications and, with the rapid development of roads throughout the country, the numbers will increase to an even greater extent in the near future. As so much of the country's future depends upon its communications system, it is vitally necessary that the Government should pay serious attention to those actively engaged in the transport industry. I may say that the Government has given its blessing to the establishment of a number of unions in the transport field. The most flourishing of these is the Gold Coast Motor Drivers' Union with a membership of nearly 10,000, closely followed by the Railway Union, Dock Workers' Union, Taxi Drivers' Union and Inland Transport Workers' Union.

The Gold Coast Trade Union Congress, which is the parent body to which all unions are affiliated is very much alive to its responsibilities and is represented on every council of labour in the country. The transport workers form two-fifths of the general membership of Congress and are the predominant group within the main industrial council of the country.

Living standards have risen steeply since 1947 and the indications are that they will continue to rise. The one great concern of the Gold Coast trade unions is the development and self-government of the country and the economic self-sufficiency of its people. That is why the Trade Union Congress has so significantly and actively identified itself with the socialist policies of the present Government and plays so militant a part in the struggle for self-determination.

Fortunately the exploitation of oil in the Western part of the country, the construction of a modern harbour and the possibilities of the Volta River Scheme and its vast potentialities open up new vistas of development. It is envisaged, therefore, that in a few years the Gold Coast will not only experience an unprecedented improvement in its road and railway transport system, but will also increase the number of those engaged in transport work by about half. To us and to many outside observers, the Gold Coast seems to be on the threshold of a new era, the era of self-determination.

The I.T.F. should, therefore, be confident of the prospects of establishing itself in West Africa, either in the Gold Coast or in Nigeria. However, in the Gold Coast more than in the Southern part of Africa the ground has been well prepared for the growth of a formidable Transport and General Workers' Union. Plans are well advanced to amalgamate more than ten unions connected with road and railway transport, and this unity would be a fruitful one for the great task which awaits the I.T.F. in Africa. An example of the expectations for the I.T.F. in the Gold Coast is already to be seen in the activities of the West African Trade Union Information and Advisory Centre of the I.C.F.T.U.

At present, most of the unions affiliated to the I.T.F. from Africa and other dependent territories are considered as underdeveloped regions. I would say, frankly, that in the Gold Coast the problem is not mainly due to economic disadvantages, but to the lack of centralization in the structure of our trade unions. The multiplicity of unions is destroying the energy which could have been concentrated in a solid and united movement. For instance, my union which is the only transport workers' union of the Gold Coast affiliated to the I.T.F., has a membership of only 1,000, despite the fact that the total paid-up membership of transport workers in the Gold Coast is almost 35,000. I am sure that this problem is not exclusive to our own country, but also exists in most of the other underdeveloped countries.

It will be more than desirable if the I.T.F. grasps the opportunity which it now has in West Africa. There the cancer worm of Communism has not yet begun to eat into the solid fabric of our unions. In spite of the fact that we are in need of help both financially and technically, we are not unduly influenced or easily persuaded by offers which will tend to disrupt the united front of the workers and chain them to perpetual foreign domination.

For us the spirit of internationalism is the magic wand by which you can win our love and confidence. The present revolt in Africa is one of the workers against the deplorable economic standards and against political institutions which support systems of oppression and imperialism. In Africa, as in other underdeveloped countries, the root of the problem lies with the political institutions because it is those political institutions which determine the economic pattern and character of the country. If you have good government, you will naturally have good laws; if you have a democratic government your institutions will be democratic. If your trade unions have liberty and freedom, then you will have complete freedom to exercise your rights as a trade unionist.

The Gold Coast will soon be a free country, the first of its kind in Africa. If, therefore, there is any place in Africa where the I.T.F. may hope for a tremendous success, it is there. It is in such an atmosphere of complete freedom and unity that the I.T.F. can progress and spread its influence to other parts of Africa. It is in this centre, which symbolizes the hopes of the oppressed workers of Africa, that the I.T.F. can unfurl its banner of brotherhood and international solidarity.

The President : I now call on Brother Knight.

J. Knight (Grenada Seamen and Waterfront Workers' Union) : Mr. President and friends, I am very grateful that you and I can discuss

together this vital question of the intensification and expansion of the trade union movement. Much emphasis has been placed on the question of whether a country is developed, undeveloped, or underdeveloped. The trade unions of the British West Indies, however, consider the development of a country as being only a sign-post to indicate to the experts of the I.T.F. how, when, where and why they should carry their activities into this or that territory. I hope that you will share the view which the unions of my area have that Europe, Asia, Africa, and America, each in their own way and in varying degrees, are in most urgent need of assistance and guidance from the trade union movement. Let us not be side-tracked by the question of whether a union is strong, either financially or numerically, or whether it is weak. The point I am asking you to take is this: what are the potentials, what are the untapped resources in manpower that you and I require the I.T.F. to tackle.

My good friends, as you solve one problem, you automatically create another. A few days ago I placed a motion before this gathering which might have seemed far-fetched to some, who perhaps thought that we in the British West Indies were trying to run before we could walk. That, however, is far from being the case. I would like to say and say it quite boldly that even the I.T.F. with its past record is still in the embryonic stage. These are the facts. You have in Europe, Asia, Africa, the Americas and Australia, let us say, two thousand million people. Deduct the ineffectuals including young children and the aged and you have a labour force of, let us say, one hundred million people. Do you mean to tell me that with a world population of so many millions all the I.T.F. can boast is no more than eight million? You have in the British West Indies, for example, only ten thousand people affiliated to you out of five million. That is the job which the Twenty-Fourth Congress of the I.T.F. has to tackle, and if it does not tackle that problem as it should be done, then as the General Secretary asked yesterday, I stand here to criticise the trade union movement.

We are not concerned with the number of members we have; our one concern is the number of members we will have. That is the task facing the I.T.F., and we are here to give directives as to when and where it must tackle that job.

The aeroplane and the fast-moving ship have reduced distances. There are to-day no vast areas remaining unexplored. You and I have got to move with the times. We have got to think in terms of 1958, 1960 and even 1962, because the dynamics of the world are moving so swiftly that it is necessary for us to be one jump ahead of the time. You have been speaking for some time now about the financial capacity of the I.T.F. My friends, forget that. Let us not for one moment think of the I.T.F.'s financial capacity at all. Let us think of one source—the crucial source of wealth still left untouched.

Let us not be idealistic. Let us be realistic and give full authority to the I.T.F. They are experts. Let us use them and let us not waste time. We all agree on the necessity for the intensification and expansion of the trade union movement. Let us take this opportunity of giving a blank cheque to the I.T.F. I ask you in all solemnity and sincerity, let us face our job boldly, let us get all the resources we can and these resources will come in if you agree to the proposal now before you. Bear in mind that there is only one till and only one exchequer from which

you can draw and write a cheque and that cheque book is inscribed with the words : "Faith in yourselves and in the I.T.F."

The President : I now call on the last speaker for to-day, Brother Harrison.

Mr. G. Harrison (Railway Labor Executives' Association) : Mr. President and Fellow Delegates, I apologize for taking the time of the Congress because I have already spoken to the Congress to-day. But I regard this subject of promoting free trade unionism in the under-developed countries, where the people are clamouring for assistance to improve their economic status, as one of the most important problems before this Congress. [*Applause.*] I say that not only because of the human problems involved in extending our co-operation to the millions of under-privileged, over-worked and under-paid, and exploited people, but I say it because I think it is in our selfish interest to do everything we can to encourage the peoples of these countries to develop their free trade union organizations, if we, in the other more advanced countries, expect to continue the progress that we have made, not only in the economic field but, in my judgment of the world situation as it is and the battle that is raging for the loyalties of the minds and the hearts of the millions of the peoples on the one side of the totalitarian philosophy and the other, in preserving and extending the freedoms that we cherish in the democratic countries of the world. It seems to me it is our own selfish interest to give every assistance we can to the people in these under-developed countries to promote the advancement of their economic and political institutions.

I came to this Congress after spending eleven days in Geneva, examining the policies and programme of the I.L.O., for the purpose of giving suggestions and directions to the I.L.O. as to the types of activities that the I.L.O. should carry on in the future. And it was the conclusion of that special commission of experts, gathered from eighteen countries of the world, that one of the first jobs to be done now by the I.L.O. is to promote free trade union organizations in these under-developed countries. In that direction, of course, the I.L.O. cannot do the actual organizing ; that is a job for our International Transport Workers' Federation and perhaps, in a limited way, for the International Confederation of Free Trade Unions.

So far as the transportation field is concerned, it seems to me that it is the responsibility of the International Transport Workers' Federation and those organizations affiliated to it.

We have established regional offices. We need more regional offices and it seems to me the work of the regional offices should be concentrated in those countries that evidence the greatest desire to develop their own free trade union organizations. Unless there is sentiment in a country for the natives of that country to go to work to build a free trade union movement, it is a waste of time for any organization to go there. But where the sentiment is evident, then I say it is the responsibility of the I.C.F.T.U. to go in to those countries, give them leadership, develop the local leaders in the country, and have them do the job.

Now we have been doing a lot of work through the various trade union centres of the world in the past years in trying to develop free trade union organizations, but if I might be permitted an observation I

want to say to you frankly and candidly I think thousands of dollars have been poured down rat-holes and we have got no return for the money we have spent, because we have fallen into the hands of some individuals in some of these countries that have been interested in promoting their own personal interests rather than in developing the free trade unions in their country. It is our job when we go into these countries to try to get people who are sincerely interested in developing the free trade union movement ; when we find those people, let us bring to bear all the resources of all the agencies and of all the organizations that are available to do the job. The I.L.O. is one of the specialized agencies of the United Nations Economic and Social Council. They have a budget of about thirty million dollars for technical assistance ; they give help to the employers to develop new ways and means of producing more ; they give help to agriculture to develop ways and means of producing more foodstuffs and more material ; and there is no good reason why they cannot give help to the promotion and the development of free trade unions through our International Confederation of Free Trade Unions and the International Transport Workers' Federation. Now, how could that help be given ? In the first place, we could bring people from these other countries into the more developed countries and let them see how we have developed our trade union organizations, and how we meet the problem of improving the standard of life and living in the economic well-being of the people in our country. They can make available information in the form of publications ; we can hold conferences, arrange seminars, and get people from the Transport Workers' Federation, the I.C.F.T.U. and other financially secure labour centres, to go to those countries in order to take information and take guidance and assistance in the development of local leaders in those particular countries.

I urge you, brothers, to give all the support that you can. I am not concerned about the economic situation in my country. I am concerned about the political situation and my freedom as one of the citizens of this world. The battle is raging for the minds and consciences of men, and poverty and degradation and exploitation is the thing that men respond to and causes them to trade their freedom for these godless ideologies that are now prevailing throughout the world.

I will not detain you any more. We will contribute from the United States to the Fund of the I.T.F. to make this work possible.

The President : Thank you, Brother Harrison. We will conclude the discussion of this item tomorrow morning, when the first speaker will be Brother Riaza of Spain.

Before we close the proceedings for to-day, I should like to mention that we have now received all the nominations for the General Council. However, both the Italian representatives and those of Central and South America have each submitted one more nomination than is laid down in the Constitution. I would therefore like to request our colleagues in those two groups to get together this evening and decide which of their nominations they would like to withdraw, in order that we can proceed to the election of the General Council tomorrow morning.

We have now concluded our work for to-day and I am adjourning Congress until 9.0 a.m. tomorrow morning.

The Congress stood adjourned at 4.40 p.m.

Wednesday, 25th July, 1956

Morning Session

INTENSIFICATION AND EXTENSION OF ACTIVITIES IN ALL COUNTRIES FOR THE PROMOTION OF FREE TRADE UNIONS ELECTION OF GENERAL COUNCIL COORDINATION AND INTEGRATION OF EUROPEAN TRANSPORT

The President opened the session at 9.10 a.m. and called upon Brother Riaza of Spain to speak on item 11.

L. Riaza (Spanish Railwaymen's and Transport Workers' Unions in exile): Many colleagues have preceded me on this rostrum to speak on the question of extending free trade unionism all over the world. I have listened to various speakers explaining the situation in individual countries, especially those which are underdeveloped or under the yoke of Communist tyranny. As a Spaniard, however, I must remind you that there are other peoples in exactly the same circumstances as those under Communist dictatorship. One of them is the Spanish people whom I represent here.

In our country, too, there is no such thing as a free trade union. Free trade unions did exist up to 1939, but from then on—exactly as in the countries under Russian domination—there has been nothing but the official state-imposed, so-called trade union organization. In Spain, it is a serious crime to try to set up free trade unions. Moreover, it is a crime subject to severe punishment, since free trade unionists are not prosecuted before ordinary judges and courts, but by military tribunals.

I would like to explain at the outset that the General Union of Spanish Workers (U.G.T.) and the Spanish Socialist Party have many transport workers in their ranks. At present, several of their Executive Committees are in gaol. Now it may sound strange to you that I speak of "several Executive Committees", but I must explain that in Spain the clandestine organizations not only have an Executive Committee and Liaison Committee in office, but there are always substitute committees held in reserve because, being aware of the conditions in which they work, they know that before long the officers of the day will find themselves in prison and must at once be replaced by others. Among those at present imprisoned are two of our brothers who have been foremost in the ranks of the fighters for free trade unionism ever since the Civil War. They are Edmundo Villegas and Emilio Salgado. Both have now been in prison for nine years and are under a sentence of twenty-five years as the result of an indictment which alleged that they "had made an attack on the security of the State". In fact, they have spent the last nine years in gaol for the "crime" of having tried to re-establish free trade unionism in Spain. And the same is true of many others who fill the prisons of our country.

Three years ago, the whole of the Executive Committee of the National Free Trade Union of Railwaymen were arrested, tried before

a military tribunal, and sentenced to six years' imprisonment. This will give you some idea of the conditions under which the free trade union movement has to struggle in my country.

For a representative of the Spanish workers it is very sad to have to attend all your deliberations and then to speak only to ask for your solidarity and support. It would have given me great satisfaction to take an active part in your discussions on economic and industrial matters and to voice the opinion of our Spanish workers on these. However, unfortunately all I was in a position to do was to listen appreciatively to what was said.

I will be brief. I have not come to the rostrum to make a speech, but only to appeal to you never to forget, when you come to decisions regarding help for other peoples fighting in defence of free trade unionism, that Spain must be included as well.

If Spain cannot be considered as an underdeveloped country, she must at least be numbered among the countries which are being subjected to slavery and dictatorship. It is the duty of all of us not to forget Spain. On your decisions, on your endeavours, on your enthusiasm, depend the freedom and well-being of countless Spanish colleagues, who want only a system based on freedom and justice—for basically the people of Spain are good democrats.

The President : Our thanks to Brother Riaza for his remarks. We can assure him that the I.T.F. will always support the oppressed peoples. The next speaker will be Brother Moreno of Chile.

M. Moreno (Chilean Maritime Federation) : At yesterday's plenary session we heard, among other statements, the excellent report by Brother Martinez who is in charge of the Latin American Sub-secretariat in Mexico. I would like to explain further to Congress the problems of work in the transport union field in Latin America.

In my country, Chile, we began to organize a Confederation of transport workers following a visit by Brother Trifón Gómez. In this organization we have three unions : the Railway Workers' Federation, the Maritime Federation, and the Municipal Transport Federation. In a way, the civil aviation organization also belongs with them, but as Brother Martinez informed you yesterday this transport sector is in the hands of the Government, with all that that entails.

All our unions in the transport industry are affected by a law which prohibits those employed by State or public services from forming trade unions. As soon as the civil aviation organization was set up the Government made use of this law to put it on a different footing from the other unions. That automatically meant that our brothers in civil aviation were unable to continue to work within the Transport Workers' Confederation. The Government prevented our brothers in civil aviation from being organized because they were employed in public transport and their salaries went down in comparison with previous collective agreements. We did everything possible to get the Government's authorization for them to rejoin our organization as they had committed no crime—except that of trying to organize themselves within the transport federation.

We continued campaigning until we managed to enable a number of these brothers to resume their union work to a certain degree, but of course the Government interfered again, with disastrous effect. On 1 January of this year, it announced the promulgation of a law entitled the "Law of Confirmation of Salaries and Wages". As soon as our Maritime Federation heard of it, we and the transport workers in general realised that the law was designed to damage the wage interests of all Chilean workers. It favoured the employers at the expense of the wage-earners. We therefore decided to ask the Government to meet a Workers' Commission in order that there should be an exchange of views on the subject. You see, we were not in principle against legislation in this field, but we wanted to preserve the wages of our workers from potential damage. However, the Government turned a deaf ear to our request and we had to call a national strike.

The brunt of the strike action was borne by our brothers in the railway sector. All union leaders in this sector were suspended from their jobs and even sent to prison. Following repeated interventions our brothers have now been released, but prosecution is still pending and they are *sub judice*. So far it has proved impossible to get them back into their former posts.

Another aspect of the situation in the Latin American countries is that party politics have been creeping into the unions. Each of the political parties in our country, for instance, is trying to win working class support. We have been fighting against their attempts to exploit the workers' movement for their own interests, and made it clear that it is up to them to help the workers in their fight for social justice, without at the same time suborning that movement to their own ends.

Brother Martinez referred yesterday to yet another side of our work. We Latin American workers, when striving for social improvements or economic progress, are often faced with having to deal with foreign companies that possess a monopoly in the country concerned. These companies are the first to oppose any organization by the workers, because in its absence they are able to keep wages down. In many countries of our region, workers' wages average about one dollar a day for eight hours' work. Inevitably, there are many who eke out their scanty pay by working many hours of overtime.

From this arises a different danger, that of Communism. However small our resources, we have been fighting it, for we early realised that Communism was developing in Latin America and carefully tracing its course there.

Take the example of Chile and Brazil, where the cost of living has risen. Immediately, the Communists intensified their propaganda, exploiting every noticeable rise in the cost of living. We in Chile now have within our frontiers all the most active Communists of Guatemala, who crossed over when the régime changed there. They have been briefed from behind the Iron Curtain, entrench themselves in the labour movement and cleverly exploit the economic difficulties. Yesterday, several colleagues said that we should achieve economic and social improvement in the various countries by making the free trade union movement more active and concerned with concrete tasks. I believe you should, in this connection, remember the conditions I have described.

We have often proposed to our Government that it include representatives of the strongest workers' organizations in the delegations sent to the I.L.O., but we have met with no understanding from it. Whenever such members are appointed, the Government disregards our organizations. Yet the workers' representatives at the I.L.O. should genuinely represent the workers of Chile. Then we would be able, once back in our own country, to press for the application of I.L.O. conventions. The Chilean Government is said to be one of the law-abiding governments and that is true up to a point. On the other hand it usually fails to honour international agreements of this kind. For instance, so far our Government shows no sign of putting the agreement on the forty-hour week into effect.

We in the Maritime Section have had to fight for the application of the forty-eight hour week, which we now want to reduce to a forty-four hour week. After an extended strike, we secured the forty-eight hour week for our maritime workers by direct agreement with the employers, but in the rest of the country there is hardly a worker who enjoys the forty-eight-hour week, although this is laid down by law. Very often, it is necessary to work much more than forty-eight hours to make up for the low level of wages.

In our opinion, most of the countries of Latin America are to be considered as economically underdeveloped. Their economies must be considered as on a different footing from those of European countries. However, once the economic position of the Latin American workers is improved, they cannot fail to play a far more important rôle in the international labour movement. So far they are largely unorganized, and that is why we need more help from the international trade secretariats. We also want international agreements to be given more publicity in our countries so that we can make progress in this field. In order to send a delegate to one of the I.T.F. Congresses or to conferences of the I.C.F.T.U. we have always had to enlist the help of various bodies, but after every such conference we have been able to take important information back to our countries.

We thought it necessary to inform you fully of our situation so that you would be able to decide on the scope of the help you wish to grant us. Remember that later we will repay your efforts on our behalf. We are certain that we will advance and soon be on an equal footing with you. And then we shall see to it that the international agreements reached in Europe will be put into practice in Latin America.

The President: Thank you, Brother Moreno, for your statement. The I.T.F. will not forget the underdeveloped countries and their trade union organizations. I now call upon Brother Nishimaki of Japan.

T. Nishimaki (All-Japan Seamen's Union): Mr. President and colleagues. I wish to speak a few words on the regional activities of the I.T.F. in Asia. Looking back on these two years everybody finds that the I.T.F. has left the imprint of its footmarks widely in the Asian Region. Firstly there was the I.T.F. Asian Transport Workers' Conference of last year at which, for the first time in the history of the Asian trade union movement, transport workers of Asia with common interests and common experience of the same industry were given the long-awaited opportunity of coming together and talking over their circumstances and

their labour situation. Secondly there was the institution of the Asian Regional Office in Tokyo in response to the Conference's request. Brother Soares has stayed in Tokyo for nearly ten months and has been occupied in the basic preparations for the functioning of the Asian Regional Office, for this is the base for the operation designed to establish the Asian regional organization of the I.T.F. In that time he has had to go home bereaved at the sad passing of his father and has also had to enter hospital; he has nevertheless exerted himself to the utmost in order to meet what the I.T.F. expects of him. On this occasion I express to him my deep respect and thanks.

I believe that success will never fail to come to the activities of the Asian Regional Office and am prepared to do everything to win that success. The work is, however, far from easy. I earnestly hope that you will look upon it with patience. The difficulties come from a weakness inherent in the Asian trade union movement. What this weakness is, Brother Soares has reported here in more detail already and it is also made clear to a certain extent in the report of the Asian Transport Workers' Conference—I have nothing to add to those reports.

One of the weakest points, however, I believe, is that of international interchange between transport workers themselves. In Asia, unlike in Europe, countries lie scattered over a vast area and it is nearly impossible for workers to visit other countries, mainly because of the restrictive steps taken by governments, and the workers' poverty. In Japan, for example, many workers are tied down to the areas where they work and seldom visit other places even in the country itself.

Because of this sort of situation many Asian trade unions, though recognizing the necessity of international cooperation, are often inclined to remain isolated in their own country. They are also asking for international cooperation, and asking very earnestly, but most of them seem to be little concerned to send information about their actual labour situation and conditions to other unions, and in particular to the Regional Office in Tokyo—and I think this information is fundamentally essential for understanding and cooperation between one another. This inclination pertains not only to transport workers, as we find very often also in the I.C.F.T.U. Asian regional organization. The only exception is the seamen who are deeply concerned in fostering international understanding as it reflects on their occupation. They generally work beyond national boundaries in their union activities and they, more than any other industrial union, are shaping a form of international cooperation. Such being the case I believe the seamen's organization may give a lead towards closer contacts and cooperation between Asian transport workers' unions by its frequent contact and exchange of information on activities with the I.T.F. Asian Regional Office.

From this point of view I hope that we take the opportunity of the I.L.O. Preparatory Maritime Conference in the coming autumn, in which four Asian seamen—from India, Pakistan, China and Japan—will take part, for the I.T.F. to hold a meeting to discuss the possibilities of strengthening contact and solidarity between the seamen's organizations of Asia through the I.T.F. Regional Office.

Mr. President, in my last word to the Congress I have the honour to pledge that my union, the All-Japan Seamen's Union, which has been

one of the staunchest members of the I.T.F., both pre-war and post-war, will in future be a loyal member as long as the I.T.F. lives.

The President : Thank you, Brother Nishimaki. Does anyone else wish to speak on this agenda item? That is not the case, so I now declare the discussion closed.

I would like to propose that we deal with this item in the following way:

This is a question of financial help to individual organizations. Such help can be granted by a decision of the Executive Committee after that Committee has determined the need for it. I should therefore like to recommend the following proposal.

The conclusions contained in document C.8 will be accepted as a basis for future work with Nos. 3 and 4 of the conclusion reversed and including the addition in point 4 proposed by Brother Haugen. This addition means that financial help will be given to the extent that the financial resources of the I.T.F. allow. Does Congress agree to these conclusions? Those in favour? Against? Abstentions? I declare that the report has been unanimously approved by Congress and that we have now concluded item 11 of the agenda.

I would like to propose that, since the representatives of the Norwegian Railwaymen's and Locomotivemen's organizations must travel back this evening, we should take a decision regarding the composition of the General Council. I have requested both the Italian and Latin American organizations to withdraw one of their nominations, in order that we can proceed to an election. I now call upon the General Secretary to read out to you the names of those nominated for the General Council. There are forty of them, as decided by Congress.

The General Secretary : Mr. Chairman, may I first of all mention that our Italian and Latin American friends have given favourable consideration to the request made by your Chairman yesterday and have now reduced the number of nominations for the General Council in accordance with the decision you arrived at when we discussed the composition, so that no election needs to take place.

I shall read out to you the names as proposed for the different countries and groups of countries:

NOMINATIONS FOR MEMBERSHIP OF GENERAL COUNCIL

(names in *italics* are substitutes)

<i>Groups</i>	<i>Members</i>
1. Austria-Saar-Switzerland ...	A. Thaler; <i>R. Freund</i> W. Svetelsky; <i>A. Flätgen</i> H. Düby; <i>E. Hofer</i>
2. Belgium-Luxembourg- Netherlands	R. Dekeyzer; <i>D. Harms</i> H. J. Kanne Ch. J. Leurs
3. Denmark-Finland-Iceland- Norway	I. Haugen; <i>F. Andersen</i> G. Widing; <i>J. K. F. Jensen</i> E. Borg; <i>O. Askeland</i>
4. France	F. Laurent; <i>R. Lapeyre</i>

5. Germany H. Jahn; *F. Schreiber*
C. Kamp; *P. Pröh*
A. Kummernuss; *O. George*
H. Hildebrand; *J. Steldinger*
6. Great Britain and Ireland ... J. S. Campbell; *D. S. Tennant*
F. Cousins; *A. Hallworth*
W. J. P. Webber
T. Yates
7. Greece S. Dimitracopoulos; *M. Petroulis*
8. Italy E. Semenza; *G. Abate*
9. Sweden H. Blomgren; *S. Klinga*
- Middle East*
10. Israel Z. Barash
Egypt (vacant)
- Africa*
11. Gold Coast-Kenya-Nigeria-
Nyasaland-Rhodesia-South
Africa-Tunisia-Mauritius
Tanganyika L. Agonsi
C. Heymann
- Asia*
12. Hong Kong-India J. D. Randeri
13. Japan T. Nishimaki
I. Koyanagi
14. Pakistan-Philippines-Malaya
R. S. Oca
- Australasia*
15. Australia-New Zealand ... (vacant)
- Central and South America*
16. Argentina-Chile-Colombia-
Cuba-Ecuador-Mexico-
Uruguay-Panama-Brazil-
British Honduras F. Pomar; *V. Conde*
S. de A. Pequeno
W. Moreno
- Caribbean Area*
17. Grenada-St. Lucia-Trinidad-
Jamaica J. Knight
- North America*
18. Canada F. H. Hall; *W. J. Smith*
19. United States A. E. Lyon
D. Beck
M. Quill
H. Lundeberg
- Trade Unionists in Exile*
20. Estonia-Poland-Spain ... L. Riaza (Spain)
and the General Secretary.

The President: Colleagues, you have heard the proposals of the electoral groups on membership of the General Council. Is Congress in favour of accepting the nominations? Those in favour? Those against? Abstentions? I therefore declare that the proposed composition of the General Council has been unanimously adopted by Congress.

[Sustained applause.]

Colleagues, I have to point out that our brothers from the trade unions in exile have proposed Brother Metslov as substitute member and I ask you to consider that nomination as having been included in the vote we have just taken.

Now, I would like to request the various delegations to propose ten members from among those of the General Council by the end of this session in order that we can tomorrow proceed to the election of an Executive Committee.

We now move on to item 10 of the agenda; Coordination and Integration of European Transport. I call upon Brother Braun to introduce this.

COORDINATION AND INTEGRATION OF EUROPEAN TRANSPORT

F. Braun (Rapporteur) : Mr. President and delegates, the problem of the coordination and integration of transport has always occupied an important place in the history of the I.T.F. and I believe I am not wrong in thinking that this will also be the case in the years to come.

At the Congress held in Stockholm in 1952 we discussed the possibility of setting up an I.T.F. Expert Committee to investigate the problems of coordination and integration on a scientific basis. This proposal was reiterated at the London Congress of 1954 and led to the establishment of such an Expert Committee at the I.T.F. Conference on European Transport Problems in Berne. I believe that the decisions to which I have just referred were justified as, in the meantime, the governments of all European countries have taken up the question of coordination and integration and, at this very moment, the delegations of those governments are carrying on discussions with the aim of ensuring that the European Committee and the European Transport Ministers' Conference deal with the problems of integration and refer them to the governments in order that decisions on the subject can eventually be taken in the Council of Europe.

I would like to compare the I.T.F. with a lens which concentrates opinions, brings them into line with one another and expresses them as minimum demands in the form of principles guaranteeing joint action by all I.T.F.-affiliated organizations on the question of coordination and integration of transport.

Congress has also to clarify its attitude towards the common European market, which will ensure an increase in living standards for all workers. We must also see to it that where integration takes place the conditions for a progressive standard of living are facilitated in the social and economic sphere.

We must recognize that the introduction of the common market will not be achieved without frictions, and we should take care that the workers in the transport industry are not those who suffer thereby. I am reminded of the characteristics of oil which, when dropped on water, spreads rapidly in all directions; it seems to me that no country, and particularly those on the European Continent, will remain unaffected by integration, with its accompaniment of economic concentration.

At the joint conference held by the Railwaymen's, Road Transport, and Inland Waterway Sections, a request was made by delegates for an explanatory note to be appended to the report of the Expert Committee on the coordination of European goods transport. The Conference also requested the preparation of a study on the coordination of European passenger transport, as well as one on the economic integration of Europe. The Conference was also of the opinion that a new European Transport Conference should be called by the I.T.F. as soon as the above-mentioned studies have been prepared by the Expert Committee.

The resolutions are before you in document C.7(a). The original resolution on the economic integration of Europe was altered on the proposal of the Chairman of the Joint Conference, Brother Devaux. The last paragraph but two now reads as follows: "Congress decides that studies on the above lines should be continued and requests the Executive Committee to take the appropriate measures."

The Conference further decided to insert the following passage in the draft resolution on the creation of Eurofima: "Certain repercussions on the ancillary industries of the railways in the various countries may be expected. It will consequently be necessary to take steps to equalize conditions of competition within the contracting states or contracting countries particularly in the field of the carriage-manufacturing industry."

In addition, the final paragraph of the draft resolution on the canalization of the Moselle has been replaced by a new one reading as follows: "In view of the fact that the application of these principles in connection with the canalization of the Moselle is not guaranteed at the present time, Congress is unable to recommend the realization of this project for the time being."

The joint conference expressed its thanks to the experts, the I.T.F. Secretariat, and, above all, to the affiliated unions, from whom the experts came, for their cooperation and material assistance.

The Committee is of the opinion that a system of planned economy will lead to maximum efficiency of the transport industry for the benefit of the whole European economy. It requests Congress to adopt the proposed resolutions. [*Applause.*]

The President: You have all heard the statement by Brother Braun. Have you the resolutions to hand? It is proposed that all these should be accepted by Congress. Does anyone wish to speak on the subject? Brother Kanne!

H. J. Kanne (Netherlands Federation of Transport Personnel): Mr. President and fellow delegates, I think that it is necessary to say a few words before we vote on the resolutions. I would like to say that the delegation of my union comprising employees in rail, road, inland waterways, and port transport, wish to express their satisfaction with the work performed by the I.T.F. Expert Committee in the field of the coordination and integration of European transport as well as with regard to other subjects such as Eurofima and the canalization of the Moselle.

The report on coordination prepared by the Committee fulfils the first stage of the I.T.F.'s wish to have a scientific groundwork, taking into account the transport workers' interests both internationally and nationally, on the basis of which it can frame its transport policy.

As long ago as at the Stockholm Congress of 1952, attention was drawn to the necessity of having an I.T.F. viewpoint on transport coordination and integration. At the London Congress in 1954 it was decided to have the matter studied by a Committee composed of transport experts belonging to the trade union movement. Their report was to be laid before Congress. However, in practice, it proved difficult to carry out this decision. As a result, it was not before the Berne Conference on European transport problems, held in September 1955, that the Committee could be set up and, in consequence, the Committee had only about six months in which to draw up their report. In this respect, too, it is certainly no exaggeration to say that they have done a good job, giving proof of the dedication to duty and objectivity of their members.

Their objectivity, incidentally, was in line with the instructions given to the Committee's members that they should not defend any national group interest but consider themselves as experts working for the I.T.F. and charged with the task of formulating a completely tenable system of coordination which takes into account both the interests of the community as a whole and those of the employees in the transport industry.

Well, Brothers, I think the results are indeed gratifying. With the establishment of the Expert Committee, we have obviously opened up a new field which offers great possibilities for the I.T.F. We still need a supplementary study and report on the coordination of passenger transport and, secondly, but equally important, a report on the integration of European transport; in other words the creation of a common transport market.

The report of the Committee sets out a system of coordination which can be harmonized with integration. There is no doubt that the two problems are closely interrelated and interdependent to a degree. The inevitable conclusion is that once the study on coordination is completed, work in the field of integration must be commenced immediately. In view of the rate of progress made by the Committee, I think that this is a matter of considerable urgency. Economic developments in Europe face the I.T.F. with the necessity of undertaking more and more tasks in the economic field. The limitation of activities to the social sphere would be very undesirable in view of the repercussions which economic changes may have in the social field.

At the Joint Conference of our Inland Transport Sections on the subject, I got the impression that everyone agreed on the aforementioned tasks of the Expert Committee. I therefore propose that the report approved by this Congress should express a desire that the Expert Committee shall begin their studies in the way I mentioned and that Congress should request the Executive Committee to take the necessary steps to this end. It was proposed at the Joint Conference that no final decision on the report on coordination should be taken here in Vienna. This view seems to me entirely justified. The I.T.F., at a Joint Conference of Rail, Road, and Inland Waterway Personnel, talked of convening a special conference on European transport problems as soon as the Committee concludes its report on transport integration. With that, I agree wholeheartedly, the more so since we shall then be able to discuss the relationship between the two problems. In this respect, too, I think there was unanimity at the Joint Conference already mentioned

and I therefore propose that the following be included in the report of the Congress as a decision: "The Congress requests the Executive Committee to convene a special European transport conference on coordination and integration of transport as soon as the preparatory reports are ready. The Congress empowers this conference to formulate an I.T.F. viewpoint on the subject, based on the policies set out in the resolution submitted to this Congress."

In conclusion and in view of the fact that the resolutions now before us were considered and adopted in the joint meeting of rail, road, and inland navigation sections, I would like to express our satisfaction at the formulation of a preliminary programme that can be extended and completed at the special conference on European transport problems. Thank you.

The President: I thank Brother Kanne for his remarks. Does anyone else wish to speak on this subject? Brother Rümmele of Germany!

O. Rümmele (German Railwaymen's Union): Mr. President and colleagues, on behalf of the German Railwaymen's delegation, I can express complete agreement with the statements made by the previous speaker. I believe that nationally the trade unions have the duty to promote coordination—a very important factor in the working life of all transport employees. We must do that both at trade union level and at the political level, i.e. in Parliament. I would like to mention here that for several years I, together with our President, Brother Jahn, have had the opportunity of participating in the work of the German Parliamentary Committee on Transport.

In European countries, coordination of transport is naturally a more important and more difficult problem than, for instance, in America or in other countries which are much larger in area. The countries in which railways have been long established are more affected by technical developments, because of the close proximity of road, rail, and inland waterway transport. Problems arise precisely because of that close proximity. There must, of course, always be competition in the transport industry, but such competition must be both healthy and effective. It must never be allowed to lead to a rates war between the various types of transport and thus to cut-throat competition, because all branches of transport, whether road, rail, or inland waterway, would be adversely affected thereby. If the transport industry is no longer economically viable, when its various sectors wear each other down by competition, then the only result can be that the implementation of demands in the field of social affairs and labour legislation become more difficult. In Germany, this unhealthy competitive struggle was carried on at the expense of the workers.

For these reasons, we hold that the question of coordinating transport at international level is a particularly important one. We also believe that the I.T.F. has the inescapable duty of ensuring that the Expert Committee continues to work on these problems in order that there shall be no marking time. To maintain a healthy transport industry, it is necessary to have uniform international policies in order that the efforts of all countries should be directed towards the solution of specific problems. Only if that is done will it be possible to carry out sensible and successful trade union policies on the national plane.

In addition, there is the important question of safety. We must see to it that our whole transport industry provides service with safety and not merely productivity, that transport is made safer, that the number of traffic accidents should be reduced and not increased, and that above all the number of transport workers involved in such accidents should continue to fall, in other words, that industrial safety should be constantly improved.

The International Transport Workers' Federation serves to complement the national trade unions. Above it, we have the International Confederation of Free Trade Unions. This has the task of watching developments in the field of labour legislation and social policies, even more closely than do the trade secretariats. The trade secretariat of our day has above all, the task of keeping an eye on professional problems from the international point of view and of coordinating and supporting action. For that reason, we are completely in favour of the Congress adopting a decision on the lines proposed by the previous speaker, namely that this scientific study of coordination should be continued without pause and that the best possible results should be achieved for the transport industry as a whole. [*Applause.*]

The President: Does anyone else wish to speak on this subject? That is not the case and so I therefore request delegates to vote on the resolutions. Those in favour of accepting the resolutions on the economic integration of Europe? Against? Abstentions? That is unanimous. We now come to the resolution on the coordination of European transport. Those in favour? Against? Abstentions? That, too, has been unanimously adopted. And now the resolution concerning the creation of Eurofima. Those in favour? Against? Abstentions? That, too, is unanimous. And finally we will take a vote on the resolution on the canalization of the Moselle. Those in favour? Against? Abstentions? This, too, is unanimously adopted. I now have to ask Congress whether it is in favour of the proposal by Brother Kanne that a conference on transport problems should be convened as soon as possible in order to continue the study of these questions and to seek a final solution to them. Those in favour? Against? Abstentions? I declare that the proposal is unanimously adopted. We have now concluded item 10 of the agenda and I would like to ask at this point whether all the rapporteurs from the sectional conferences are present, since we now have to deal with the sectional reports. Brother de Vries, are you ready to introduce the report of the Fishermen's Section?

REPORT OF THE CONFERENCE OF THE FISHERMEN'S SECTION

The Fishermen's Section met on Saturday afternoon, 21 July. The following countries were represented, by the number of delegates shown in brackets: Belgium (1), Germany (3), Japan (1), Netherlands (3), Norway (5) and U.S.A. (1).

Election of Chairman-Rapporteur

P. de Vries (Netherlands) was elected Chairman-Rapporteur of the Conference. Expressing his thanks for the distinction, he paid a tribute to H. Hildebrand (Germany) for his work as Chairman of the Fishermen's

Section during the preceding two years. He also noted with pleasure the presence of the representative of the Maritime Division of the I.L.O., D. Blanchard.

Report on Activities

During the discussion on the Report on Activities for the preceding period, special reference was made to the efforts to secure more attention for fishermen's questions at the I.L.O.

R. Dekeyzer, pointing to the difficulty of making progress owing to the lack of an Industrial Committee or any other special machinery at the I.L.O. for dealing with this industry, put forward a resolution which requested that "there be no further delay in considering the conditions of employment of these workers, who have been neglected for too long", and urged that an item on fishermen's questions "be included in the agenda of the 1958 session of the International Labour Conference".

After I. Haugen (Norway) had supported the resolution, and J. Hawk (U.S.A.) had stressed the need to ensure that the contents of international instruments for the fishery industry were satisfactory from the men's point of view and included transitional clauses to protect the older men of the industry against hardship, the resolution was adopted. (See below for the text of the resolution.)

A discussion also took place on the problem of territorial waters. H. Hildebrand (Germany), I. Haugen (Norway), and the Chairman participating. Cognizance was taken of the efforts being made by the International Law Commission of the United Nations to find a solution and of the representations made jointly by the I.T.F. and I.C.F.T.U. to the United Nations General Assembly of November 1955, to the effect that the traditional three-mile limit to territorial waters should be maintained and that fish conservation measures involving modification of the existing situation should be subject to agreement under international conventions. The Section went on record to re-affirm this point of view and requested the I.T.F. to renew the representations to the United Nations on the subject.

Future Work of the Section

After a discussion on the future activities of the Section, it was decided to make a request to the Executive Committee of the I.T.F. that a conference of the Fishermen's Section be convened in the near future. One of the tasks of such a conference would be to draw up a programme of work for the Section on the lines of that which had been established in Oslo in 1948. The Section requested that the Secretariat be charged with collecting information on the matters to be discussed by the proposed conference.

Japanese-Korean Dispute over Fishing Rights

T. Nishimaki (Japan) said that this important problem for the fishermen of Japan was still far from solved. On the other hand, there was some improvement in the attitude of the Korean Government, which he thought was due to action which had been taken by the I.T.F. and the I.C.F.T.U. in the matter. He expressed the deep appreciation of the Japanese Union for this international assistance and the hope that it would be continued and help to contribute towards a solution.

The Report on Activities was then adopted.

Section Committee

It was agreed, as on previous occasions, that the Fishermen's Section did not need a special Committee. Meetings of the Section could be convened under the Constitution of the I.T.F. as required, with a composition dependent upon the nature of the business to be discussed.

P. DE VRIES, *Rapporteur*.

Resolution on Fishermen's Questions at the I.L.O.

This Congress, meeting in Vienna from 18 to 26 July 1956,

Notes with great regret that no action has yet been taken by the International Labour Conference on the resolution adopted at the twenty-eighth (maritime) session of the International Labour Conference in 1946 requesting that an international labour code be adopted on behalf of fishermen similar to that applying to seafarers.

It notes further that the Joint Maritime Commission at its eighteenth session in October 1955 recommended unanimously that three aspects of the conditions of work of fishermen (minimum age, medical examinations, and articles of agreement) should be placed on the agenda of the International Labour Conference of 1957, but that this recommendation was not accepted.

Thirdly it notes that the Governing Body of the International Labour Office is to consider a law and practice report on the said three aspects of fishermen's conditions of work at its session to be held in November 1956, when it will consider the items to be included in the agenda of the 1958 session of the International Labour Conference.

It requests that there be no further delay in considering the conditions of employment of these workers, who have been neglected for too long, and urges that the three questions mentioned be included in the agenda of the 1958 session of the International Labour Conference without fail.

P. de Vries (Rapporteur): Mr. President, fellow delegates, I have the honour to present to you the report of the Conference of the Fishermen's Section. I think that document speaks for itself, although I would like to underline the paragraph in which Brother Dekeyzer points to the difficulty of making progress owing to lack of an industrial committee or similar specialized machinery of the I.L.O. for dealing with this industry. I would also like to draw attention to the resolution in which it is requested that there should be no further delay in dealing with the conditions of employment of these workers, who have been neglected for far too long. I hope that Congress will adopt unanimously not only this report but also the attached resolution. Thank you.

The President: Does anyone wish to speak on the subject? That is not the case, so we now have to take a vote on the report and the resolution appended to it. Those in favour? Against? Abstentions? I declare both the report and the resolution unanimously adopted.

Now we come to the report of the Dockers' Section and I call on Brother Dekeyzer to present this.

REPORT OF THE CONFERENCE OF THE DOCKERS' SECTION

The Dockers' Section met on Thursday afternoon, 19 July. The following countries were represented, by the number of delegates shown in brackets: Austria (2), Belgium (3), Chile (1), Denmark (1), Greece (1), Germany (7), Great Britain (2), Netherlands (2), Nigeria (1), Norway (1), Philippines (2), Sweden (2) and Tunisia (2).

The officer of the Special Seafarers' Section of the I.T.F., L. White, was in attendance. The representative of the Maritime Division of the I.L.O., D. Blanchard, was also present.

Election of Chairman-Rapporteur

R. Dekeyzer (Belgium) was re-elected Chairman of the Section, as well as Rapporteur of the Conference.

I.L.O. Inland Transport Committee

On the proposal of the Chairman, a resolution was adopted protesting against the increasing tendency to extend the intervals between sessions of the Inland Transport Committee. (The text of the resolution is given below.)

Holiday Exchanges and Study Visits

R. Laan (Netherlands), H. Hildebrand (Germany), C. Mortimer (Great Britain) and the Chairman took part in a discussion on holiday exchanges and study visits by dockers to ports of foreign countries. It was stressed that such schemes should be organized under trade union auspices and agreed that the Secretariat of the I.T.F. should issue a circular to affiliated dockers' unions on the subject.

Report on Activities

After the discussion on the above items, the Report on Activities for the preceding two years was approved.

Vocational Training for Dockers

The Conference discussed a proposal on this subject emanating from the Irish Seamen and Port Workers' Union. Mechanization and technical development generally, it said, were making dock work more and more a skilled occupation, for which adequate training was essential. It was adopted after a discussion in which H. Hildebrand (Germany), C. Mortimer (Great Britain), R. S. Oca (Philippines), R. Laan (Netherlands) and the Chairman spoke. (The text of the resolution, as amended, is given below.)

Mechanization and Bulk-Cargo Handling

Another resolution, also in the name of the Irish Seamen and Port Workers' Union, referred to the development of cargo-carrying containers and mechanical handling of bulk cargo and the effects upon job opportunities and working conditions and urged the importance of safeguarding the interest of dock workers. (The text of the resolution, as amended, will be found below.)

Safety and Hygiene of Dock Work

Note was taken of the progress made on the I.L.O. Committee of Experts on the Safety of Dock Work and at the I.L.O. Inland Transport Committee with a programme which the I.T.F. has been sponsoring since the Oslo Congress of 1948. A second I.L.O. Committee of Experts is to meet in November-December next. The I.T.F. will again be repre-

sented on the Committee, this time by R. Dekeyzer, Chairman of the Dockers' Section, and Arthur Bird, retired National Docks Secretary of the British Transport and General Workers' Union, as his technical adviser. Unions were invited to put forward additional proposals for inclusion in an International Code of Practice for Dock Work which is being prepared by the I.L.O.

R. S. Oca (Philippines) said that the demand for a maximum of 75 kilograms (165 lbs.) for loads to be carried by one man was still too high for the workers in certain regions. Mechanization might lighten work in some ways, but it would not eliminate entirely the man-handling of loads at certain points, so that the fixing of a maximum weight was imperative. In the ensuing discussion it was observed that the matter would have to be followed up on the I.L.O. Inland Transport Committee which adopted a resolution on the subject in February 1954, and the special needs of workers in certain regions could be stressed on that occasion.

W. Moreno (Chile) pointed to the need to ensure that no hardship was suffered by dockers becoming unemployed as a result of mechanization.

New Programme of the Section

After a discussion, in which various representatives took part, a new programme of objectives was adopted by the Section. It deals with wages, working hours, weekend and shift working, overtime, public and annual holidays with pay, decasualization, retirement pensions and codetermination. It was decided that a standing committee, with the task of furthering the realization of the programme, should be set up at the next meeting of the Dockers' Section Committee. (See below for text.)

Report of Special Seafarers' Section

The Special Officer of the I.T.F., L. White, reported at length on this department of I.T.F. activity. Worthwhile results had been achieved in securing collective agreements for crews employed in ships under the flags of convenience. But the volume of shipping registered under these flags continued to grow alarmingly, so that the I.T.F. had hardly scratched the surface of the problem. The I.T.F. would have to continue to grapple with it, however, and hoped that the dockers' unions would continue to give their support, as without it little or no progress could be made. It was beginning to be realized that the problem was not confined to dockers and seafarers, but seriously affected other sections of the community and indeed the entire national economics of the maritime countries. There was evidence that there was a growing realization of this, and it was hoped to make a big step forward with the problem at the Preparatory Maritime Conference of the I.L.O. due to be held in September/October next.

The Special Officer proposed a resolution which urged governments concerned to get together with a view to dealing with the problem and which asked affiliated unions to enlist the support of their national centres in the campaign against the flags of convenience. The matter was to be pursued further at the Joint Conference of the Dockers' and Seafarers' Sections to be held after the two sections had discussed the problem separately. (The text of the resolution will be found below.)

R. DEKEYZER, *Rapporteur.*

Resolutions referred to Congress by the Dockers' Conference

Resolution on I.L.O. Inland Transport Committee

This Conference of the International Transport Workers Federation held in Vienna from 18 to 26 July 1956, has been informed of the tendency to lengthen more and more the intervals between sessions of the Industrial Committees of the I.L.O., notably in the case of the Inland Transport Committee.

It considers the functions performed by the Industrial Committees to be as valuable as ever and regrets the undermining of their efficacy by reducing the number of their meetings.

It therefore appeals to the Governing Body of the I.L.O. to consider the possibility of reverting to meetings of the Industrial Committees at the intervals originally contemplated and in particular hopes that it will be possible for the Inland Transport Committee to meet again at intervals of about eighteen months in order that the important international social problems of the different branches of the transport industry may be discussed at I.L.O. level without undue delay.

Resolution on Training of Dock Labour

In the light of the developing use of mechanization and varying systems of cargo-handling, this Congress is of the view that efforts should be made for the adequate training of dock labour.

In order to maintain the justification for insisting on reasonable wage rates for dock workers, the system of training which would establish their skill is of extreme importance.

This Congress calls for a coordinated approach by workers' organizations in this respect and urges the incoming governing body to arrange for appropriate measures to be taken to secure the views of affiliated organizations and to put such into effect.

Resolution on Mechanization and Bulk Cargo-Handling

Due to the ever-increasing usage of mechanical appliances in the process of cargo-handling, this Congress is of the view that the most serious consideration must be given by the representatives of dock labour to the potential effects of such on employment content. Whereas it is not suggested that the worker should be opposed to the innovation of mechanized methods, they nonetheless should insist that the economic and financial advantages accruing from such should be shared by workers and employers alike.

This Congress is further of the view that the development of cargo-carrying containers and the mechanization of bulk handling should be carefully watched by those protecting the employment of dockers, with a view to defending them against unnecessary and harsh reductions in employment content due to the nature of this transport conception.

Concerning both these factors, the Congress calls on the incoming governing body to promote interest in and discussion of these matters and to invite the views of all interested organizations, and ultimately—if necessary—to formulate international policy concerning them.

Resolution on International Dockers' Programme

This Conference of the Dockers' Section of the I.T.F., held in Vienna on 19 July 1956, in conjunction with the Twenty-fourth Congress of the I.T.F., has agreed upon an international programme of objectives as set

forth below. It calls upon all affiliated dockers' unions to strive for the realization of this programme in their respective countries and to do what they can to help one another to achieve its objectives.

The standards set down in the following programme shall be regarded as international minima, and it is expressly stipulated that they shall be without prejudice to more favourable conditions which may exist already or come into existence in the future in any country.

Wages. Dock workers shall be entitled to rates of pay commensurate with the skilled nature of their occupation.

Working hours. Hours of work in the dock industry shall not exceed forty per week, averaged over a week or a fortnight according to local usage, nor eight on any one day.

Day work. As far as practicable, and subject to what is said below with respect to weekend work, shift working and overtime, normal working hours shall fall between the limits 8 a.m. to 5 p.m.

Weekend work. The forty hours per week shall as far as practicable be worked between 8 a.m. Monday and 1 p.m. Saturday to permit of a weekend rest.

Work between 1 p.m. Saturday and 8 a.m. Monday shall only be permitted on condition:

- (i) that it is confined to work of an urgent character;
- (ii) that it is subject to special agreement between the organizations of port employers and port workers;
- (iii) that it is included in the maximum of forty hours per week.

Shift working. To meet the exigencies of port work, a shift system shall be permissible alongside normal day work, on the following conditions:

- (i) The system shall only be applied to the extent necessary for smooth and efficient port working and compatible with port traditions and customs.
- (ii) Adequate compensation, in the shape of higher pay or shorter hours, shall be provided for work outside normal hours.
- (iii) There shall be an uninterrupted rest period of not less than twelve hours between work on two consecutive days.

Overtime. Overtime shall be avoided as much as possible. It shall only be permitted in exceptional circumstances, for finishing a ship or in case of emergencies, subject to a maximum of two hours.

Such overtime as is worked, within the terms of the preceding paragraph, shall be paid for at one and a half times the prevailing rate on weekdays and double the prevailing rate on Sundays and holidays.

Public holidays. Dock workers, whether employed on a weekly or a daily basis, shall be entitled to wages in respect of public holidays. For work performed on public holidays extra payment shall be made.

Annual holidays. Dock workers shall have a minimum annual holiday of fifteen working days with double pay.

Employment security. The principles concerning the regularization of employment in the dock industry, as set out in the resolution adopted by the Inland Transport Committee of the I.L.O., at its third session of May 1949, shall be incorporated in dock labour schemes. In particular:

- (i) Employment in the dock industry shall normally be confined to registered dock labour.
- (ii) Registration under a dock labour scheme shall constitute a legally-binding employment contract.
- (iii) The contracting organizations of dock workers shall be represented, on an equal footing with the employers, on bodies controlling dock labour schemes, especially on bodies concerned with fixing and supervising the size and composition of the port labour force, the administration of discipline, etc.
- (iv) Unregistered labour shall be employed through the same channels as registered labour and only in so far as the latter is not available.

Guaranteed pay. Registered dock workers shall be entitled to a daily or half-daily guarantee amounting to not less than seventy per cent and a weekly guarantee amounting to not less than eighty per cent of the corresponding time wages.

Retirement pensions. Dockers shall be entitled, upon attaining the age of sixty-five and completing thirty years of service in the industry, to a retirement pension from the industry which, together with the statutory old-age pension and appropriate supplements in respect of years of service, shall bring the total pension to not less than seventy-five per cent of the average wage of dockers. It shall be optional to retire on a proportionate pension between the ages of sixty and sixty-five.

Safety and welfare. The Conference urges that all possible steps be taken to further the speedy and complete implementation of:

- (i) The International Code of Practice, which is in course of preparation by the I.L.O. Committee of Experts on the Safety of Dock Work; and
- (ii) The resolutions concerning welfare facilities and other matters affecting the health of dock workers, which were adopted by the Inland Transport Committee of the I.L.O. in February 1954.

Co-determination. The Conference expresses its adherence to the principle of co-determination in industry. The value of the principle has already been demonstrated in the social sphere, notably in connection with port labour registration and welfare schemes, and the Conference is of the opinion that recognition of the principle in the economic sphere can likewise promote harmonious labour-management relations and enhance the productivity and efficiency of port operations.

Resolution on Flags of Convenience (A)

This Conference of the International Transport Workers' Federation held in Vienna from 18 to 26 July 1956.

Notes that the registration of shipping under the flags of Panama, Liberia and other flags of convenience continues unabated, without any apparent action on the part of governments to deal with the harmful effects of this development upon the national economies of the traditional maritime countries, and upon the standards of seafarers.

Considering that these harmful effects must be increasingly felt by all sections of the communities of the countries concerned, the Congress makes an urgent request to governments to get together in order that ways and means may be found of dealing with the problem and reaching understandings between the governments of maritime countries that they will do everything possible to prevent ships registered under their flags from being sold and transferred to flags of convenience and to stop giving encouragement, not only, to such registrations, but to the chartering in all forms of Panlibhonco ships to oil, steel, coal and other industries established in the regular maritime countries which rely on the national economies of those countries to absorb their products whilst denying to them much of the earnings to be derived from the carriage of the products by sea.

Resolution on Flags of Convenience (B)

This Conference of the International Transport Workers' Federation held in Vienna from 18 to 26 July 1956,

Considering that the amount of merchant shipping registered under the flags of convenience has now reached the colossal total of ten million gross tons and continues to expand rapidly, and recognizing the grave dangers to all aspects of national economies and all sections of the community, this Congress requests the I.C.F.T.U. to draw the attention of all national trade union centres to the problem and its serious economic implications for all classes of workers and to give all possible support to transport workers' unions in their attempts to promote a solution.

R. Dekeyzer (Rapporteur) : Mr. Chairman and colleagues, I have the great pleasure, on behalf of the Dockers' Conference, to present to you the report which has been unanimously adopted at the Dockers' Conference. I do not think it calls for any comment but I would like nevertheless to point out that we have adopted a number of resolutions which, of course, are here together with this report for adoption by this Congress.

First of all there is a resolution with regard to the holding of a Conference of the Inland Transport Committee, which is not only of importance for dockers but also for road transport workers and railwaymen. We have resolutions on the training of dock labour and mechanization and bulk cargo-handling and then we have a resolution setting out a new I.T.F. programme for dockers. You will see from this that we have appointed a Standing Committee, which has the task of promoting the realization of this programme throughout the whole world. We sincerely hope that with the adoption of these resolutions we will in the near future obtain better conditions for dock workers.

I therefore ask you to accept the report and the resolutions. Thank you.

The President : Does anyone wish to speak on the report? That is not the case, so we will now vote on both it and the attached resolutions. Those in favour? Against? Abstentions? I declare report and resolutions unanimously adopted.

We now come to the report of the Seafarers' Section, which will be introduced by Brother Yates.

REPORT OF THE CONFERENCE OF THE SEAFARERS' SECTION

The Seafarers' Section met on Friday afternoon, 20 July, and Sunday morning, 22 July. The following countries were represented, by the number of delegates shown in brackets: Belgium (2), Chile (1), Cuba (1), Denmark (1), Estonia (1), Finland (1), Germany (2), Great Britain (N.U.S. 7, M.N.A.O.A. 3, R.O.U. 2), Greece (4), Grenada (1), India (1), Israel (1), Japan (1), Netherlands (3), Norway (4), Poland (1), Philippines (1), Sweden (Seamen 2, Engineer Officers 1), Switzerland (1), Tunisia (1), U.S.A. (S.I.U. 2, N.M.U.2).

The General Secretary of the I.T.F., O. Becu, and the Special Seafarers' Section Officer, L. White, were in attendance. J. Christensson represented the Scandinavian Transport Workers' Federation. Representatives of the International Labour Office, D. Blanchard, and the International Seafarers' Service Study Committee, K. Y. Millian, were present as guests.

Election of Section Officers

In accordance with previous practice, under which representatives of the Officers and the Ratings alternately hold office, D. S. Tennant (British Merchant Navy and Airline Officers' Association) was elected Chairman of the Section. He paid a warm tribute to the retiring Chairman, T. Yates (British National Union of Seamen), who was elected Vice-Chairman, for his work on behalf of the Section during the preceding two years.

Report on Activities

The Report on Activities for the preceding two-year period was approved, after a discussion in which the following were the main items dealt with:

I.M.C.O.

I. Haugen proposed a resolution which reiterated the concern of seafarers at the non-implementation of the I.M.C.O. Convention, owing especially to the opposition of the Scandinavian Governments, and made a renewed appeal to the United Nations to take steps to give effect to the Convention. (The text of the resolution is given below.)

Aid for Grenada Union

J. Knight referred to the resolution in which his union asked for an I.T.F. grant to encourage the development of welfare facilities for seafarers in the territory he represented. The Section noted the request with sympathy, but observed that it was a matter for the Executive Committee of the I.T.F. to deal with.

Crewing of Israeli Ships

Z. Barash (Israel) reported that the Israel union had recently signed three contracts containing clauses under which only foreign seamen belonging to I.T.F. unions were eligible for employment in Israeli ships. They intended to extend this practice.

Recruitment of Seamen

J. Soares (India) referred to the joint recruitment which was now in operation for Indian seamen. This was a big improvement and could be regarded as an outcome of the Nuwara Eliya regional maritime con-

ference of the I.L.O. In neighbouring Asiatic countries, however, the situation in this respect was still unsatisfactory.

Maltreatment of Seamen

N. Wälläri (Finland) reported that the Polish seamen's organization had recently been taking up a friendly attitude. The Finnish Seamen's Union had exchanged visits, which had presented opportunities for enquiring into the treatment of Finnish seamen in Polish ports. There was a noticeable improvement, which he attributed to the world-wide publicity which the I.T.F. had given to cases of maltreatment.

Estonian Seamen's Strike

N. Metslov (Estonia) recalled the strike which had been called by the Estonian Seamen's Union the previous year. The help rendered by the I.T.F., and especially by the seafarers' organizations in Scandinavia, had contributed materially to the complete victory won by the union, and he wished to convey the deep gratitude of the Estonian seafarers.

Polish Seamen's Gratuities

The Section congratulated the General Secretary on the successful outcome of the claim for £85,000 owing to exiled Polish seamen in arrears of war bonus payments, after the case had passed through the law courts of Britain and Belgium and a Polish ship had been held up in the port of Antwerp.

Japanese Seamen's Union

T. Nishimaki (Japan) conveyed the warm thanks of his union for the moral support received from the I.T.F. during the wage action on behalf of the Omi Silk Mill Workers' Union.

Special Seafarers' Section

The Special Seafarers' Section Officer reported at length on the I.T.F.'s continued campaign against flags of convenience. A series of successful actions had been taken against ships under the Panamanian, Liberian and similar flags, and collective contracts had now been secured for ships totalling some 300,000 tons gross. He particularly thanked the British and the Scandinavian unions for the assistance they had rendered in these actions. However, the tonnage under these flags continued to grow at an alarming rate. It totalled now something like 11,000,000 tons, of which more than one half was tanker tonnage and almost fifty per cent under five years old. Though the I.T.F. campaign had reduced the number of substandard ships, it only touched the fringe of the problem. The full impact of the problem would be felt if there were a recession in shipping. It was evident that the seafarers could not hope to deal with the problem alone. It was being increasingly realized, however, that the problem was not confined to the seafarers and dockers but that it was also a serious threat to the other sections of the community and indeed to the national economies of maritime countries as a whole. The forthcoming Preparatory Maritime Conference of the I.L.O. would present a great opportunity to bring the gravity of the problem before world opinion and to enlist more help for the campaign against the flags of convenience. The Special Section Officer proposed that the Section should adopt a resolution which urged governments concerned to get together with a view to dealing with the problem and which asked for the support of the general trade union movement.

T. Yates (Great Britain), M. Petroulis (Greece), N. Wälläri (Finland), John Hawk (U.S.A.-S.I.U.), P. de Vries (Netherlands), H. Hildebrand (Germany), R. Dekeyzer (Belgium), and the General Secretary spoke in the discussion. The General Secretary agreed that good work had been done, especially in Britain and in the Scandinavian countries. He considered, however, that much more could be done and that the campaign would have to be stepped up a lot if the situation was not going to get out of hand. Reference was again made to the practical difficulties. The American delegate observed that the action against one single Panamanian ship had cost the S.I.U. a large sum as a result of court judgments under the Taft-Hartley Act. The German delegate noted the psychological difficulty of asking dockers to act on behalf of ships whose crews were entirely unorganized and apathetic. The Netherlands delegate stressed the necessity of enlisting other sections besides the dockers and seafarers in the action. The forthcoming Preparatory Maritime Conference of the I.L.O. in London would present a very favourable opportunity for doing this. The Greek delegate especially complimented the Special Seafarers' Section on its work and agreed that the campaign must be continued with the utmost energy. On the proposal of the Belgian delegate it was agreed to request the Executive Committee of the I.T.F. to arrange as soon as possible a meeting between the dockers' unions of Belgium, Germany, and the Netherlands, to be attended also by representatives of the Seafarers' Section, in order to discuss and to coordinate the efforts of the dockers' unions in those countries.

Two resolutions on the question of flags of convenience were adopted for submission to the Joint Conference of the Dockers' and Seafarers' Sections which was to meet later in the day. (The texts of the resolutions are given below.)

The Conference noted with satisfaction the action of the Costa Rican Government in suspending the registration of foreign-owned ships under its flag and congratulated it on its courageous stand against abuses by interests concerned to evade normal social obligations. A resolution to that effect was adopted. (Text is given below.)

Refugee Seafarers

T. Yates (Great Britain), acting as proxy for the Polish Seafarers' Union in exile, moved a resolution expressing sympathy with the plight of refugee seafarers and welcoming the steps which were being taken by the Governments of Britain, Belgium, Denmark, France, West Germany, the Netherlands, Norway and Sweden, to arrive at an inter-governmental arrangement under which these seamen would acquire countries of residence. (The text of the resolution is given below.)

Section Committee

After it had been agreed that for geographical reasons the U.S.A. should have two representatives of unlicensed personnel on the Section Committee, as well as one of the licensed personnel, the countries represented at the Conference submitted their nominations for the Section Committee for the ensuing period. It was agreed that the countries not represented should be requested to submit this nomination in writing.

Next Section Conference

It was agreed that the next Conference of the Seafarers' Section would be held in London on 17 and 18 September next and would be devoted to preparations for the Preparatory Maritime Conference of the I.L.O. meeting, also in London, from 19 September to 2 October.

T. YATES. *Rapporteur.*

Resolutions referred to Congress by the Seafarers' Conference

Resolution on I.M.C.O.

This Congress of the International Transport Workers' Federation held in Vienna from 18 to 26 July 1956

Is deeply concerned at the fact that the Convention providing for the setting up of an Intergovernmental Maritime Consultative Organization remains unimplemented eight years after its adoption by a conference held under the auspices of the United Nations.

It is known that the Scandinavian Governments in particular have raised strong opposition against the Convention in its original form, with the result that they have discouraged other Governments from ratifying the Convention.

The present developments in the shipping industry, such as the wholesale transfer of tonnage to flags which disregard the most elementary rules concerning safety at sea and flag discrimination, not only damage the economies of maritime nations, but also undermine the social standards of seafarers. This serious state of affairs emphasizes the need for an international agency for the shipping industry.

The Congress therefore reaffirms with the utmost force the previous resolutions on the subject and appeals to the United Nations to take the necessary steps to give effect to the I.M.C.O. Convention with the least possible delay, if need be by reducing the number of ratifications originally required for implementation.

Resolution on Flags of Convenience—Appeal to Governments

This Congress of the International Transport Workers' Federation held in Vienna from 18 to 26 July 1956

Notes that the registration of shipping under the flags of Panama, Liberia and other flags of convenience continues unabated, without any apparent action on the part of governments to deal with the harmful effects of this development upon the national economies of the traditional maritime countries, and upon the standards of seafarers.

Considering that these harmful effects must be increasingly felt by all sections of the communities of the countries concerned, the Congress makes an urgent request to governments to get together in order that ways and means may be found of dealing with the problem and reaching understandings between the governments of maritime countries that they will do everything possible to prevent ships registered under their flags from being sold and transferred to flags of convenience and to stop giving encouragement, not only to such registrations, but to the chartering in all forms of Panlibhonco ships to oil, steel, coal and other industries established in the regular maritime countries, which rely on the national economies of those countries to absorb their products whilst denying to them much of the earnings to be derived from the carriage of the products by sea.

Resolution on Flags of Convenience—Appeal to General Trade Union Movement

This Congress of the International Transport Workers' Federation held in Vienna from 18 to 26 July 1956

Considering that the amount of merchant shipping registered under the flags of convenience has now reached the colossal total of ten million gross tons and continues to expand rapidly, and recognizing the grave dangers to all aspects of national economies and all sections of the community, this Congress requests the I.C.F.T.U. to draw the attention of all national trade union centres to the problem and its serious economic implications for all classes of workers and to give all possible support to transport workers' unions in their attempts to promote a solution.

Resolution on Costa Rica

This Congress of the International Transport Workers' Federation, meeting in Vienna from 18 to 26 July 1956

Notes with great satisfaction the decision of the Costa Rican Government to suspend the registration of foreign-owned merchant ships in Costa Rica and congratulates the Government on its courageous stand against the abuse of the national flag by interests whose sole concern is to evade normal obligations and responsibilities towards the community.

Resolution on Refugee Seafarers

This Congress has received a report from the Seafarers' Section of the I.T.F. on the tragic plight of large numbers of seamen who are stateless as a result of having fled from countries under communist control or of other circumstances for which they are not to blame. Many of these seamen are unable to leave the ships in which they serve because they lack the necessary legal papers and sometimes they are the victims of exploitation because they are compelled to accept lower pay and poorer working conditions than seafarers who change their jobs freely.

This Congress expresses its warm appreciation of the efforts made by international agencies such as the United Nations High Commissioner for Refugees and the Joint Maritime Commission of the I.L.O. to come to the aid of these unfortunate seamen, and notes with particular interest the initiative taken by eight maritime states—Britain, Belgium, Denmark, France, West Germany, the Netherlands, Norway, and Sweden—to arrive at an intergovernmental agreement under which these seamen would acquire countries of residence where they can receive travel documents and certain legal protections accorded to other refugees.

This Congress hopes that these efforts may be continued until the objective is reached and appeals to the seafarers' unions affiliated with the I.T.F. to use their influence with their respective governments as much as possible in order that a solution may be found to the problem of stateless seamen when the discussions between governments are resumed in December this year.

T. Yates : Mr. Chairman and Fellow Delegates, I have the honour to present the report of the Seafarers' Section. I would like to say that perhaps this is the most representative meeting of the Seafarers' Section that we have held. Forty-eight delegates were present. The Report of the Secretariat was adopted, a special tribute was paid to the Dockers' Section for their close cooperation during the two years, and the resolu-

tions that were before the Section were unanimously adopted. It gives me great pleasure to move the report.

The President : Does anyone wish to speak on the report ? Brother Wälläri !

N. Wälläri (Finnish Seamen's Union) : I am in favour of accepting the report but I would like to make one correction concerning my speech in the Seafarers' Sectional Conference, particularly as it is given in the Swedish text. It is said there that the Finnish Seamen's Union had sent a delegation to Poland, but that is not quite true. It was the Finnish Trade Union Confederation that sent the delegation and, among its members, was a representative of the Finnish Seamen's Union. I would like this correction to be made in the record.

The President : Are there any other speakers ? That is not the case. I ask you to take into account the remarks made by Brother Wälläri and to alter the report accordingly. We now have to vote on the report of the Seafarers' Section. Those in favour ? Against ? Abstentions ? I declare both the report and resolutions unanimously adopted.

The next report to be considered is that of the Road Transport Workers' Section and I call upon Brother Koppens to present this.

REPORT OF THE CONFERENCE OF THE ROAD TRANSPORT WORKERS' SECTION

The Road Transport Workers' Section met in the afternoon of 19 July. The retiring chairman, Bro. H. W. Koppens, was re-elected chairman of the Section. All countries represented in the Section Committee expressed their willingness to continue their cooperation. France was not represented and the Conference decided to admit France and Finland as full members of the Section Committee should these countries subsequently submit nominations. The Italian Transport Workers' Federation had also requested a seat on the Section Committee, which request was granted by the Conference. The affiliated organizations concerned nominated the following members of the Section Committee.

	Member.	Substitute.
Austria	L. Brosch	A. Peham
Belgium	G. Hendrickx	J. Geldof
Denmark	E. Borg	E. Winther
Germany	J. Steldinger	A. Christ
Great Britain	F. Cousins	Eastwood
Italy	G. Abate	E. Leolini
Netherlands	H. W. Koppens	J. de Later
Norway	O. Askeland	H. Bakke
Sweden	S. Klinga	G. Carlsson.

The Conference approved this composition of the Section Committee. The Section of the Report on Activities entitled "Road Transport Workers" was approved unanimously.

The Section Conference requested the Executive Committee to convene an international conference of road transport workers from 12 to 15 November 1956. The speaker of the German delegation explained upon enquiry that his union would be prepared to propose to the Secretariat of the I.T.F. a suitable venue in Germany in the near future, subject to the approval of the Executive Committee of his union.

The Conference agreed on the following Agenda of the Conference of the Section 1956 :

1. Report of Secretariat
2. One-Man-Cars in passenger transport
3. Labour Inspection in road transport
4. Implementation of I.L.O. resolutions relating to road transport.
5. Legal assistance to drivers abroad
6. Civil liability of road vehicle drivers
7. Proposals submitted by affiliated organizations.

The speaker of the Swiss Transport Workers' Union requested that the questions of "Night and Sunday Work in Goods Transport" and "Use of Tachographs as a Check on Driving Times" should be given due prominence within the Report on Labour Inspection in Road Transport.

Bro. H. W. Koppens, chairman of the Section, was nominated and unanimously elected rapporteur to Congress.

The Conference refrained from electing a secretary of the Section and requested the Executive Committee to interview the four candidates and to take a decision in this matter at its own discretion.

H. W. KOPPENS. Rapporteur.

H. Koppens (Rapporteur): On behalf of the Road Transport Workers' Section, I present to you the report of its conference. The Secretariat's report on activities was unanimously adopted, so I can therefore be brief. You will see from the report that in November next, our Section will hold a Conference at which a number of problems affecting road transport workers will be discussed. I recommend acceptance of this report. Thank you.

The President : Are there any other speakers ? That is not the case, so we will take a vote. Those in favour of accepting the report ? Against ? Abstentions ? I declare the report unanimously adopted.

We now have Document C.16, the report of the Railwaymen's Sectional Conference, and I call upon Brother Devaux to introduce this.

REPORT OF THE CONFERENCE OF THE RAILWAYMEN'S SECTION

The Conference of the Railwaymen's Section took place in the morning of 20 July. Bro. G. Devaux was re-elected chairman of the Section. All countries which had been represented expressed their willingness to further participate in its work. The Italian Railwaymen's Union (S.A.U.F.I.) had also requested representation on the Committee and the Conference decided to grant this request for one seat. The affiliated unions concerned nominated the following members of the Section Committee :

Austria	L. Freund
Benelux	G. Devaux
Germany	F. Berger
Great Britain	J. S. Campbell
France	R. Degris
Italy	B. Carella
Scandinavia	H. Blomgren
Switzerland	H. Düby.

The Conference approved this composition of the Committee. The chapter "Railwaymen's Section" of the Report on Activities was approved after a thorough discussion.

The proposal concerning "Atomic energy and automation" and "Dieselization and electrification of railways" were approved unanimously. (See below). The proposal concerning the complaints of the African railwaymen in Kenya was referred back to the Secretariat of the I.T.F. for further examination. The speakers of the British N.U.R. and A.S.L.E.F. stressed the particular urgency of the question of dieselization and electrification of railways. The Conference consequently requested the Secretariat of the I.T.F. to prepare a questionnaire on the subject as soon as possible, which is to be sent to all affiliated railwaymen's unions, and to submit to the next Conference of the Section a report based on the replies to the questionnaire.

The Executive Committee of the I.T.F. was requested to convene an International Railwaymen's Conference in 1957. The Section Committee was asked to take a decision on the time, place and agenda of this Conference.

Brother G. Devaux was nominated and unanimously elected rapporteur to Congress.

The Conference refrained from electing a secretary of the Section and requested the Executive Committee to interview the three eligible candidates (i.e. omitting the Italian candidate) and to take a decision in this matter at its own discretion. The nomination of the Italian candidate was not approved by the Conference.

The Railwaymen's Section, wishing to pay tribute to Brother Tofahrn for the services he had rendered, agreed, on the proposal of Brother O. Becu, General Secretary, that the plenary session of the twenty-fourth I.T.F. Congress should express its deep appreciation of the work of the former Assistant General Secretary on behalf of all the organizations and categories of personnel affiliated with the I.T.F.

G. DEVAUX. *Rapporteur.*

Resolutions referred to Congress by the Railwaymen's Conference

Resolution on Atomic Energy and Automation

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

It believes that early consideration and constant vigilance requires to be exercised with a view to ensuring that adequate provision is made for workers affected by the displacement of manpower and to safeguard those whose training and experience unsuit them for any radical change in methods of working.

Congress further believes that the increased productivity resulting from the application of these new forces can bring manifold benefits, and that the response from organized labour will be conditioned by the degree that such benefits are shared by the community in the form of improved remuneration, increased leisure and also in lower prices for the consumer.

Resolution on Dieselization and Electrification of Railways

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

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

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

G. Devaux (Rapporteur) : I do not think that it is necessary to comment at length on the report which has been submitted to you. By way of clarification, however, I would like to point out that the fact that the Section has not approved the nomination of the Italian candidate should be considered as no more than an expression of opinion. In our view, the final decision on this subject is the prerogative of Congress.

The final paragraph refers to a proposal by Brother Moser that the Railwaymen's Section should give public expression to its appreciation of the work performed by Brother Tofahrn. The Railwaymen's Section, however, decided—in my opinion, wisely—that we should not do this separately, but follow the suggestion made by the General Secretary, namely that Congress itself should pay tribute to Brother Tofahrn.

On behalf of the Railwaymen's Section, therefore, I would like to present the report for your approval and I thank you for your attention.

The President : Are there any other speakers on this report ? That is not so, so we will again take a vote. Those in favour ? Against ? Abstentions ? The report of the Railwaymen's Section is unanimously adopted.

Colleagues, we still have to deal with the report of the Inland Waterway and Civil Aviation Sections and I am informed that these will be available in approximately half an hour. I am therefore proposing to adjourn the Congress until 11.30 a.m. when we will proceed with the reports.

(The proceedings were interrupted at 11 a.m. and resumed at 11.45 a.m.)

The President : Congress will now resume. I call upon Brother Hildebrand to introduce the report of the Inland Waterway Workers' Section.

REPORT OF THE CONFERENCE OF THE INLAND WATERWAY WORKERS' SECTION

The Conference of the Inland Waterway Workers' Section was held on Friday, 20 July. The following were in attendance.

L. Brosch, A. Peham, R. Gryc (Austria) ; L. Eggers (Belgium), W. Moreno (Chile) ; H. Hildebrand, H. Möllers, W. Kühne, K. Kühne

(Germany) ; F. Cousins, J. Cree, V. Halley, R. Fryer, C. Mortimer (Great Britain) ; R. Laan, J. Scheffers, P. Seton (Netherlands) ; Mr. D. Blanchard of the I.L.O. was present as an observer. The I.T.F. Secretariat was represented by O. Becu (General Secretary) and C. Godfrey (Sectional Assistant).

It was decided to send a telegram to T. Smeding, former Chairman of the Section, expressing good wishes for a return to health. H. Hildebrand (Germany) was unanimously elected Chairman of the Section and Rapporteur to Congress. It was agreed to dispense with a Sectional Vice-Chairman.

Report on Activities :

Discussion centred mainly around the question of hours of work and rest periods for personnel engaged in Rhine inland shipping, and whilst some delegates were of the opinion that an international approach to the problem should be made, it was agreed that national organizations should first seek to secure as advantageous conditions as possible for their membership and later the scope of discussions with the employers might be widened to include as many riparian states as possible.

The Austrian delegation drew attention to the question of Danube shipping and expressed the hope that the subject could be discussed in I.T.F. circles at an early date.

I.L.O. Agreement on Conditions of Employment of Rhine Boatmen

The Conference noted that the Agreement had not yet been ratified by France, Belgium and Germany, although in respect of Belgium it was anticipated that the necessary action would be taken in the near future. In Germany it was expected that ratification would take place later this year. Affiliated organizations agreed to take all possible steps to secure early ratification.

French Rhine Navigation Company

Whilst it was deplored that the management of this company had refused to meet an I.T.F. delegation, the Conference decided that the Secretariat should continue to exert all possible pressure in order that the company should recognize the Force Ouvrière Union at Strasbourg.

Trade Union Representation on Central Rhine Commission

The need to secure trade union representation on this body was emphasized, since to date governments and employers were adequately represented, and although the Commission dealt primarily with technical matters, these had important repercussions in the social and economic field. Affiliated organizations agreed to do all possible to include trade union representatives in national delegations.

Towing by Motor Cargo Vessels

The report of the Secretariat was adopted.

Election of Members of Sectional Conference :

The following were elected: Austria—A. Peham (substitute R. Gryc); Belgium—L. Eggers; France—(open); Great Britain—(open); Germany—H. Hildebrand; Netherlands—T. Smeding (substitute R. Laan); Pakistan—(open); Scandinavian Group—(open); Switzerland—(open).

Any Other Business :

It was agreed that the Secretariat should conduct an enquiry into the industrial diseases of inland waterway workers. It was further agreed to convene at an early date a regional conference of inland navigation trade union representatives of the European Coal and Steel Community countries in order to discuss freight disparities and rates harmonization since such matters had an important bearing on social conditions.

H. HILDEBRAND. *Rapporteur.*

H. Hildebrand (Rapporteur) : Before I introduce the report of the Inland Waterway Sectional Conference, I would like to express our gratitude to our good friend Smeding for the long years of service which he has given to our Section.

You have the report of the Inland Waterway Section in front of you and we ask Congress to accept that report. We have, however, another request. Those of us from the Rhine riparian states hope that in the next report there will be something positive concerning the question of the reform of travelling time on that river.

The President : Thank you, Brother Hildebrand. Those in favour of accepting the report ? Against ? Abstentions ? I declare the report unanimously adopted.

Colleagues, I understand that the report of the Civil Aviation Section is not yet ready and I therefore propose that we should deal with it at tomorrow morning's session. I draw your attention once again to the fact that all nominations for the Executive Committee should be handed in at the office of the President and General Secretary by 5 p.m. at the latest.

In view of the fact that we are this evening invited to a reception given by the Austrian trade unions, I would like to propose that we adjourn for today and resume tomorrow morning at 9 a.m. I request all delegates to be on time as the Congress is to be televised. The first speaker on item 12 of the agenda : Resolutions and Proposals Submitted, will be Brother de Vries.

The Congress adjourned at 11.55 a.m.

Thursday, 26th July, 1956

Morning Session

**FINAL REPORT OF THE CREDENTIALS COMMITTEE
INTENSIFICATION AND EXTENSION OF ACTIVITIES IN ALL
COUNTRIES FOR THE PROMOTION OF FREE TRADE UNIONS
(CONCLUDED)**

**RESOLUTIONS AND PROPOSALS SUBMITTED
ELECTIONS**

**HEADQUARTERS AND DATE AND PLACE OF NEXT
CONGRESS**

The President opened the session at 9.10 a.m. and before continuing with the agenda he called upon the General Secretary to make an announcement.

The General Secretary then read a telegram of greetings to the Congress from the Tunisian Railwaymen's Federation.

The President : In the name of the Congress I thank the Tunisian Railwaymen's Federation for their telegram. I now call upon Brother Dekeyzer to present the

FINAL REPORT OF THE CREDENTIALS COMMITTEE

R. Dekeyzer (Belgian Transport Workers' Union) : Mr. President and colleagues, I have pleasure in presenting to you the final report of the Credentials Committee. The latest figures indicate that we have at this Congress 85 unions representing 32 countries with 209 delegates and 46 advisers. In all, approximately 4,000,000 members are represented. I should also like to draw your attention to the fact that we have, of course, quite a number of guests and fraternal delegates and I would say also that the Credentials Committee would like to mention the presence here at this Congress of a number of other guests and fraternal delegates from Austria itself. I would ask Congress to adopt this final report of the Credentials Committee.

The President : Our thanks to Brother Dekeyzer for his statement regarding the final composition of the Congress. I understand that the youth section of the Austrian Railwaymen's Union would now like to make a presentation to the I.T.F. and I call upon Brother Freund.

R. Freund (Austrian Railwaymen's Union) : Since this Jubilee Congress of the I.T.F. is being held in Vienna, the two I.T.F.-affiliated unions of railwaymen and transport workers have decided to present to the I.T.F. a small memento of the Congress, namely, these two model locomotives.

To mark the sixtieth anniversary of the I.T.F., our unions have also decided to make a contribution of 15,000 Austrian schillings to the Edo Fimmen Fund. I would ask the General Secretary and the President to consider these two gifts as a small token of our appreciation for the I.T.F.

[Applause.]

The President : We thank our Austrian friends for their gift and for their contribution to the Edo Fimmen Fund. Anyone wishing to follow their example is welcome to do so. [*Laughter.*]

We will now continue with our agenda. I call upon Brother Lapeyre to present the

REPORT OF THE CIVIL AVIATION SECTION

The Civil Aviation Section met on 21 and 22 July 1956. The following organizations were represented.

<i>Country</i>	<i>Organization</i>	<i>Representative</i>
Belgium	General Public Services' Union	A. Poncelet
Colombia	Air Transport Workers' Union	R. Martinez V. Conde
France	Public Works and Transport Federation	R. Lapeyre
Germany	Union of Public Service and Transport Employees	J. Steldinger A. Steenbock
Great Britain	Merchant Navy & Air Line Officers' Association	Lord Winster D. Tennant H. Wilson
	Radio Officers' Union	H. O'Neill D. Lamb
	Transport & General Workers' Union	F. Cousins F. Howell C. Prescott
	Air Transport Workers' Union	J. de Graaff S. Post
Philippines	Transport Workers' Federation	J. Poticar
Sweden	Commercial Employees' Union	R. Lindfors H. Lindholm
	Transport Workers' Union	R. Melander G. Carlsson
Switzerland	Union of Public Service Employees	H. Pfeiffer V. Schiwoff
United States	Transport Workers' Union	J. Horst
	Flight Engineers' International Association	W. Kent
	Air Line Pilots' Association	R. Clausen
	International Association of Machinists	R. Faupl

The International Labour Organization (I.L.O.) was represented in observer capacity by Mr. D. Blanchard and the International Federation of Air Line Pilots' Associations (I.F.A.L.P.A.) by Mr. D. Follows. The General Secretary (O. Becu) and C. Godfrey (Sectional Assistant) attended on behalf of the Secretariat.

The following decisions were reached:

Election of Sectional Chairman. Mr. R. Lapeyre, of the French Public Works and Transport Federation, was unanimously re-elected Chairman of the Section.

Election of Sectional Vice-Chairman. Mr. F. Verpoorten, of the Belgian General Public Services' Union, was unanimously re-elected Vice-Chairman of the Section.

Election of Rapporteur. Mr. R. Lapeyre was elected to this position.

Report on Activities 1954/5. Discussion took place on the following items:

Civil Aviation Flying Staff Conference, Stuttgart, 18/19 July 1955. The Swedish delegation reported that as a result of widespread publicity given to the I.T.F. resolution regarding adequate seating arrangements for cabin personnel on Scandinavian airlines, the matter had been satisfactorily settled.

Relations with I.L.O. Whilst it was realized that headway had been made in interesting the I.L.O. in civil aviation problems, the hope was expressed that the Organization would not continue to deal with the industry on an ad hoc basis, and that from the I.L.O. Bipartite Civil Aviation Conference, Geneva, November/December 1956, more permanent machinery would be evolved. A resolution to this effect is to be submitted at the I.L.O. Geneva meeting.

Relations with I.C.A.O. It was recognized that the system whereby the I.T.F. is invited only to those meetings I.C.A.O. thinks fit was unsatisfactory. Affiliated organizations agreed to press nationally for the trade union viewpoint to be catered for in governmental delegations; should the need arise, the I.T.F. would enlist the support of the I.C.F.T.U. in an attempt to ensure adequate representation.

Relations with I.F.A.L.P.A. An exhaustive exchange of views took place on relations with I.F.A.L.P.A. with particular reference to the I.T.F./I.F.A.L.P.A. Joint Statement on Flight Crew Complement which had in 1955 been adopted by both Internationals. Amongst other I.T.F. representatives, British and U.S. non-pilot delegates were especially perturbed at non-compliance with the provisions of the Statement by certain pilot organizations who were willing to accept airborne duties other than their own, and at the fact that in Great Britain, a new pilot salary scale had been awarded including differentials for pilots assuming the duties of non-pilot specialist personnel. It was strongly stressed that such a development was contrary to safety standards, operational efficiency and stamina of aircrew members; faster and more advanced aircraft required the services of specialist personnel. Moreover the assumption of additional duties and the consequent removal of flight crew members was indefensible from a trade union point of view. From the safety angle it could be proved that up to fifty per cent of aircraft accidents were attributable to human error and the assumption by pilots of navigational, communications and engineering duties could lead to catastrophic results. Pilot representatives argued that they could not set themselves against technological changes, and pilots would take over additional duties provided that workload was not excessive and safety not jeopardised. Non-pilot representatives were unable to accept this position and feeling was crystallized in a resolution which appears below. The resolution was adopted by twenty-six votes to one.

Service to Affiliates—I.A.M. Maintenance Members of Flying Tiger Airlines, Incorporated. The delegate of the International Association of Machinists (United States) expressed the deep gratitude of his organization for the international solidarity afforded the I.A.M. by I.T.F. affiliates in the dispute with Flying Tiger Airlines.

The Report on Activities was thereafter adopted.

Proposals by Affiliated Organizations

(i) *Flight and Ground Duty Time Limitations*

It was agreed to defer consideration of this proposal until the I.T.F. Civil Aviation Conference, Geneva, November 1956, when the entire question of "Hours of Work of Flight Personnel" would be examined.

(ii) *Information Services of Industrial Sections*

This proposal had already been withdrawn in the Resolutions Committee in view of the provisions of the I.T.F. Constitution, Rule XVI—Assistance in Major Conflicts. The need was however expressed for affiliated organizations to furnish all relevant details regarding strikes, whether assistance was required or not, to the Secretariat in order that the information could be disseminated.

(iii) *Air Safety Code of Ethics*

This resolution, as amended, is attached to this report.

(iv) *Flight Crew Complement*

Having regard to the discussion on relations with I.F.A.L.P.A. under the Report on Activities, it was decided to withdraw this resolution in favour of that on flight crew complement attached to this report.

I.L.O. Bipartite Civil Aviation Conference

It was agreed to convene an I.T.F. Preparatory Civil Aviation Conference in Geneva from 22 to 24 November 1956 in order to decide policy on the I.L.O. agenda, and to discuss tactics to be followed in the Conference sponsored by the I.L.O., to open, also in Geneva, on 26 November.

The substitution of Mr. Piccardt of the K.L.M. Air Crew Federation (now dissolved) by Mr. De Graaff of the I.T.F.-affiliated Dutch Air Transport Workers' Union, to represent Dutch civil aviation personnel at the I.L.O. conference, was approved.

Licensing of Ground Maintenance Engineers (Mechanics)

The report of the Secretariat was adopted and the relevant resolution, which was unanimously adopted, is attached to this report.

Any other business

The Dutch delegate reported on the difficulties encountered at intergovernmental level between Dutch and American authorities in negotiations for a new bilateral air treaty that would afford permission for landing rights by K.L.M. at Los Angeles and Boston, U.S.A. It was felt that delay in granting such rights—enjoyed by other European airline companies—was not conducive to the freedom of international air transport operations, and the American representatives were requested to exert their influence with the U.S. Government in an attempt to grant such rights.

R. LAPEYRE, *Rapporteur.*

Resolutions Referred to Congress by the Civil Aviation Conference

Resolution on Flight Crew Complement

This Twenty-Fourth Biennial Congress of the International Transport Workers' Federation;

Meeting in Vienna from 18 to 26 July 1956;

Having examined flight crew complement practices in a number of countries and having noted with grave concern the increasing development of multi-capacity working on aircraft engaged in commercial transportation involving excessive workload with consequent crew fatigue and overstrain detrimental to safety;

Expresses profound regret at such a development which is contrary to safety standards and efficient operations;

Affirms its conviction that in aircraft currently used and in the faster and yet more advanced types planned for the near future, and the increasingly congested aircraft traffic, public safety and operational efficiency demand the services of specialist flight crew members, namely, pilots, navigator, radio officer, flight engineer and flight service attendants, engaged solely on the functions of their craft;

Realizes the basic necessity of designing aircraft with individual flight deck stations and suitable facilities in order that specialist functions may be adequately fulfilled in the interests of safety and efficiency.

Calls upon affiliated organizations to make every endeavour to ensure that such facilities be incorporated in the blue-print stage of aircraft design;

Further requests affiliates to impress upon their membership and particularly the pilots the dangers inherent in multi-capacity working and to reject all proposals of the operators, whether for pecuniary, prestige or any other purpose, to carry out duties other than their own;

Places on record the determination of the I.T.F. that economic expansion of airline companies must be accompanied by strict attention to safety standards;

Pledges full support to affiliated organizations by bringing these views to the forum of world aviation and public opinion, and equally pledges full support to affiliated organizations if they see fit to declare an embargo on aircraft not operating in accordance with the requirements set forth in the foregoing paragraphs, and to take such other action, national or international, as may be required in order to achieve these objectives.

Resolution on Air Safety Code of Ethics

Whereas the International Transport Workers' Federation continues to recognize the paramount importance of safety in the air and on the ground in the furtherance of air transportation and in the safety of the riding public and crew members;

Therefore be it resolved:—

That the I.T.F. reaffirms its determination to struggle against any attempt by air carriers to reduce safety standards for economic or competitive considerations;

That the I.T.F. adopts the following standardized International Safety Code of Ethics for Flight and Ground employees of all air carriers whose members are affiliated organizations of the Federation :

Air Safety Code of Ethics

All Ground Personnel employed by an air carrier shall not knowingly allow an aircraft to take off in an unsafe or not air-worthy condition and shall make specific condition known to the Flight Crew Members of that particular aircraft. Ground Personnel shall file a complete report with their respective organization and proper authorities pertaining to any instance where the unsafe or not airworthy condition was not properly remedied prior to take-off.

All Flight Crew Members employed by an air carrier shall not knowingly take off an aircraft unsafe or not airworthy and shall fully report on proper aircraft form any unsafe or not airworthy items or procedures during flight. Flight Crew Members shall file a complete report through their respective organization and proper authorities where proper remedial action was not taken which allowed the aircraft to continue to operate in an unsafe or not airworthy condition.

Nothing in this Code of Ethics shall affect the situation as regards licensing.

Be it further resolved :

That the above resolution be brought to the attention of all interested national, international bodies and proper governmental agencies in order that safe and uniform standards may be established and protected;

That the I.T.F. recommends to all affiliated organizations to take whatever action may be deemed necessary fully to achieve the objectives of this resolution.

Resolution on Licensing of Ground Maintenance Engineers (Mechanics)

This Twenty-Fourth Biennial Congress of the International Transport Workers' Federation.

Meeting in Vienna from 18 to 26 July 1956;

Records its opinion that one of the important factors in the relatively high safety standard in civil aviation is the professional ability and technical skill of licensed aircraft maintenance engineers;

Considers that, in the interests of enhanced safety and reliability, aircraft presently used and, more particularly, the faster and more complex types shortly to operate, can only be serviced efficiently by personnel adequately trained and qualified for the task;

Notes with concern the proposal of the International Air Transport Association to amend the International Standards laid down by I.C.A.O. in Annex 1 (Personnel Licensing) and Annex 6 (Operation of Aircraft) whereby individual engineer's licences would be abolished and airlines permitted to carry out maintenance and overhaul under a system of "approved organizations";

Energetically protests against this proposal which, if implemented, cannot but result in a deterioration of servicing standards, lower the safety factor, and is thus inimical to the best interests of the airline industry;

Calls upon the I.C.A.O. to reject this approach, to continue to base airline safety on the skill, knowledge and experience of specialist personnel, and to bring its licensing requirements more closely into line with present-day needs;

Appeals to all affiliated organizations to impress upon governments and airline companies the imperative necessity of a system of servicing established on responsible professionalism;

Pledges all support to affiliated organizations in their endeavours to secure implementation of this resolution.

R. Lapeyre (French Public Works and Transport Federation): Mr. President, dear comrades, in view of the importance of its agenda, the Civil Aviation Section has held two meetings. As has already been pointed out by the General Secretary, we have pleasure in drawing your attention to the fact that the civil aviation organizations affiliated with the I.T.F. now represent more than one-third of the total civil aviation labour strength. That means that even if we still have much to do, our representative character is undeniable and all international governmental organizations must take this into account. It is for that reason that the I.T.F. does not accept the position adopted by the International Civil Aviation Organization which consists simply in consulting the I.T.F. when dealing with questions which may be of interest to the workers. The I.T.F. considers that it should be present at all meetings of this body and will request the support of the I.C.F.T.U. in order to achieve this. I would also like to mention that we had a very long discussion in our Section concerning relations with the International Federation of Air Line Pilots' Associations. As has already been stated by Brother Tennant, of Great Britain, and Brother Horst, of the United States, we have been obliged to point out that the trade union organizations affiliated to the I.T.F. could not condone certain practices involving the performance of multiple duties by pilots. If this is done not only may it have an adverse effect on other specialist crew members but, as has already been pointed out from this platform, air safety could be jeopardized thereby. The resolution which has been adopted on this subject after long and careful discussion will enable the I.T.F. and, of course, its affiliated organizations, to defend this position.

During our meeting we also had the pleasure of noting the important rôle which has been played in our industry by international solidarity and were able to see that the conflict involving Flying Tiger Airlines was settled thanks to this solidarity. During a visit to the United States, your rapporteur has had an opportunity of seeing how pleased our affiliated organizations there, and more particularly the International Association of Machinists, were at the results achieved by the intervention of the I.T.F.

You will also note the resolutions which have been submitted by our American colleagues, dealing with a code of air safety ethics. In view of the importance of the licensing problem for the I.T.F., its affiliated

organizations have expressed opposition to certain practices indulged in by the employers' organization, the International Air Transport Association.

In conclusion, I would mention that, thanks to the efforts made by the I.T.F., we have succeeded in having convened a bipartite civil aviation conference of the I.L.O. This will begin in Geneva on 26 November and prior to it the Civil Aviation Section will discuss its agenda items at a preparatory conference to be held from 22 to 26 November.

Mr. President, I believe that Congress will approve the report of the Civil Aviation Section. In so doing, it will show its appreciation of the work which has been done and will enable affiliated organizations to continue their trade union activities in this new sector of the transport industry in collaboration with the I.T.F. Civil Aviation Section.

The President : I should like to thank Brother Lapeyre for his introduction. The report of the Civil Aviation Section is available in Doc. C.18 and I call upon any delegate who wishes to speak on it to come forward. Brother Faupl.

R. Faupl (International Association of Machinists, U.S.A.) : Mr. Chairman and delegates, I rise in support of the report just submitted on behalf of the Civil Aviation Section. I would not consider my mission to this Congress complete without first of all expressing the deep appreciation and the gratitude of my organization for the solidarity rendered in the Flying Tigers strike situation.

Here, I particularly wish to pay tribute to our British colleagues, the British transport workers and the British Aviation Section. The Machinists' Union in America and Canada is a large organization ; in fact, the fourth largest on the American Continent, yet we would not have been able to conclude a successful contract with Flying Tigers if it had not been for the solidarity demonstrated to us by our colleagues, the assistance of the affiliates of the International Transport Workers' Federation. That has been particularly demonstrated to us by our British colleagues and our more than 900,000 members value that international solidarity.

Civil aviation in the I.T.F. is a relatively new Section. The problems of civil aviation, however, are not so new to the international labour movement. It is the same struggle for human dignity that prevails in every other industry on the part of the workers and for that reason especially, our unity and solidarity is important. Our success in civil aviation will depend on the unity and solidarity we demonstrate in the future. May I hope therefore that the demonstration given to our organization will be our guide in civil aviation in the future.

May I also say on behalf of my organization that I wish to underscore what my colleague, Brother Harrison, stated here yesterday. We Americans pledge our moral and material resources to the I.T.F. in its future operations. May I also say, notwithstanding vicious propaganda by the Communists, we have in America no desire to conquer the world, we have only a desire to march with you shoulder to shoulder, for peace, justice, and progress.

The President : We thank Brother Faupl for his remarks, which culminated in his assurance of the eternal solidarity of the American trade unions with our organization.

Are there any other speakers? That does not seem to be the case; so we will now take a vote on the report and the resolutions appended to it. Those in favour of accepting the report and the resolutions? Against? Abstentions? I therefore declare that the report has been unanimously adopted. [*Applause.*]

We now have to consider the report of the Joint Conference of the Dockers' and Seafarers' Sections and I call upon the rapporteur, Brother Yates, to introduce that report.

REPORT OF THE JOINT CONFERENCE OF THE DOCKERS' AND SEAFARERS' SECTIONS

The Joint Conference of the Dockers' and Seafarers' Sections was held on Sunday afternoon, 22 July. T. Yates (British Seamen) was elected Chairman. The General Secretary of the I.T.F., O. Becu, and the Special Seafarers' Section officer, L. White, were in attendance.

Transport of Arms

The resolution on this subject was introduced by N. Wälläri (Finnish Seamen). It condemned the lack of democracy and freedom in Egypt and other Arab States, condemned the supplying of arms for aggressive purposes, and called upon unions affiliated with the I.T.F. to refuse to handle such transport.

H. Tliba (Tunisia) asked the conference not to adopt such a resolution. It would have unfortunate effects upon the prospects of the free trade unions which were developing in the Arab countries. Armaments were an internal affair of sovereign states and he advised the conference to be careful before making a pronouncement on the subject.

Z. Barash (Israel) thanked the Finnish Seamen's Union for its concern to preserve peace in the Middle East. No country was more anxious than the Republic of Israel to preserve peace not only in that region but throughout the world. They therefore appreciated the attempt to prevent any one-sided supply of armaments. He referred to the treatment of Israeli seamen by the Egyptian Government when their ships were passing through the Suez Canal. Though peaceful passage was guaranteed by international treaty, Israeli seamen had been taken into custody and detained for months on end. The I.T.F. had asked him to submit a resolution on the question of passage through the Suez Canal. In submitting this, he expressed the hope that the Tunisian brothers would associate themselves with the free trade union point of view which it embodied.

J. Christensson (Scandinavian Transport Workers' Federation) said that the Scandinavian transport unions were in sympathy with the principle of the resolution submitted by the Finnish Seamen. They considered that the transport of arms to the Middle East by the Communist countries was a danger to peace, and would favour a resolution calling for measures to preserve peace not only in this region but in the

world as a whole. He suggested that the resolution should be referred to the Resolutions Committee and redrafted in such a manner that it could not be misconstrued.

R. Dekeyzer (Belgium) also sympathized with the principle of the resolution, but agreed that it needed to be redrafted so as to make it clearer under what circumstances and in what manner transport unions were to take action. He supported the reference of the resolution to the Resolutions Committee.

After J. Hawk (Seafarers' International Union of North America) had moved the previous question, the General Secretary said that the resolution had been referred to the Joint Conference by the Executive Committee for a recommendation before it went to the Resolutions Committee. There was no doubt that the I.T.F. and its unions were strongly in favour of the general intent of the resolution, which was to preserve world peace and to thwart Communist trouble-making, but he did not think that the resolution as it presently read was a practical proposition. The I.T.F. was rightly proud of its record in safeguarding the cause of peace and taking positive action against would-be aggressors. His suggestion to the Resolutions Committee would be that the resolution should not reach the floor of Congress. Brother Barash had tabled another resolution, but had not spoken for or against the one submitted by the Finnish Seamen. The latter resolution might indeed have grave political implications and do the I.T.F. far more harm than good. He asked Brother Wälläri whether he was agreeable to the replacement of the resolution of the Finnish Seamen's resolution by another text.

N. Wälläri replied that their main purpose had been to have the question discussed and that they were willing to consider a text which was considered more suitable. He assured the Tunisian Comrades that the Finnish Seamen were not criticizing all Arab States, but only those with aggressive intentions in the Middle East.

P. de Vries (Holland) also spoke of the practical difficulties of defining the circumstances in which transport unions would have to act and supported the suggestion of a differently worded resolution.

Upon a vote being taken, it was decided by an overwhelming majority that no action should be taken on the resolution submitted in the name of the Finnish Seamen's Union. Z. Barash then submitted an alternative text, which was adopted unanimously for reference to the Resolutions Committee. It read as follows:

It has always been the proud tradition of the International Transport Workers' Federation to participate in the struggle for freedom of the seas and for freedom of trade. This Congress therefore strongly protests against the action of the Egyptian Government in maintaining a blockade in the Suez Canal. This blockade is incompatible with international law and is an express violation of a decision adopted by the Security Council in 1951. The Congress demands immediate enforcement of international law and full implementation of the Security Council decision of 1951 on freedom of shipping in the Suez Canal. The Congress expresses its solidarity with the courageous Israeli seamen who attempted to break the

blockade and have suffered great hardships resulting from the wanton actions taken by the Government of Egypt.

Flags of Convenience

The Chairman, Mr. T. Yates, then introduced the subject of Pan-libhonco ships and said that the joint meeting had been convened to deal with the resolutions and suggestions which had been discussed at the separate sectional conferences. He said that it would be a good thing to record that a fair practices committee meeting here had been in complete agreement on all points regarding present and future activity. He then called upon the special officer to report to the joint committee on the discussions which took place at the sectional conferences.

L. White referred to the separate discussions which had taken place at the dockers' and seafarers' sections and reported that although these sectional conferences had sat separately, they had reached similar agreement on the suggestions and resolutions put forward. He then went on to explain to the joint conference that as far as the suggestion was concerned, he would explain this a little further. He then outlined the procedure, stating that dockers' and seafarers' affiliated unions in each country should meet together with the other I.T.F.-affiliated unions in that country for the purpose of making joint representations to the national centres in order to convince them of the necessity for taking action on this problem because of the harmful effects on the national economies concerned. Once the national centres were convinced on the point of making representations on behalf of their full trade union movements, then it would be possible to bring pressure on the oil companies, coal and steel companies, and undertakings, either directly or through the individual governments, whichever approach was considered by the national centre as likely to have the best result. He intimated that there would be dispatched from I.T.F. headquarters to affiliated unions a document closely outlining this suggestion and procedure as soon as possible after the congress.

Brother White then referred to the resolutions which had been suggested and explained as these were not in final form they could not be circulated. He proceeded to read them out individually. First came the resolution addressed to governments:

This Conference of the International Transport Workers' Federation held in Vienna from 18-26 July 1956 notes that the registration of shipping under the flags of Panama, Liberia, and other flags of convenience continues unabated, without any apparent action on the part of governments to deal with the harmful effects of this development upon the national economies of the traditional maritime countries, and upon the standards of seafarers. Considering that these harmful effects must be increasingly felt by all sections of the communities of the countries concerned, the Congress makes an urgent request to governments to get together in order that ways and means be found of dealing with the problem and reaching understandings between the governments of maritime countries that they will do everything possible to prevent ships registered under their flags from being sold and transferred to flags of convenience and to stop giving encouragement, not only to such registrations,

but to the chartering in all forms of Panlibhonco ships to oil, steel, coal, and other industries, established in the regular maritime countries which rely on the national economies of those countries to absorb their products whilst denying to them much of the earnings to be derived from the carriage of the products by sea.

At this point the Chairman requested the meeting to indicate their wishes on the adoption of this resolution and it was agreed unanimously.

The second resolution was then read as follows:

This Conference of the International Transport Workers' Federation held in Vienna from 18 to 26 July 1956; Considering that the amount of merchant shipping registered under the flags of convenience has now reached the colossal total of ten million gross tons and continues to expand rapidly, and recognizing the grave dangers to all aspects of national economies and all sections of the community, this Congress requests the I.C.F.T.U. to draw the attention of all national trade union centres to the problem and its serious economic implications for all classes of workers and to give all possible support to transport workers' unions in their attempts to promote a solution.

This was then put to the meeting and unanimously accepted.

The third resolution was then read:

This Congress of the International Transport Workers' Federation held in Vienna from 18-26 July 1956; Notes with great satisfaction the decision of the Costa Rican Government to suspend the registration of foreign-owned merchant ships in Costa Rica and congratulates the Government on its courageous stand against the abuse of the national flag by interests whose sole concern is to evade normal obligations and responsibilities towards the community.

The resolution was unanimously adopted.

The Chairman then indicated that the joint conference of dockers and seafarers had unanimously agreed to the suggestions and resolutions which indicated the solidarity of the sections on this matter. He went on to intimate that the activity so far had led to improvements in the general run of Panlibhonco ships and this combined with the fact of full employment. At the present time there was not the substandard condition that existed previously on such a large scale. He went on to pay a tribute to the Scandinavian, U.K. and Belgian blocks for their participation and threw out the suggestion that it might be a good thing for the three countries to get together on a policy of common action.

The next item of business was the election of the new fair practices committee and the Chairman read out the names of the ones forming the present committee. He suggested that, if the delegates considered that their activities were acceptable, it would save time to re-elect the present committee en bloc.

F. Cousins (U.K.) stated that it was necessary for his union to make a nomination for the position vacated by Arthur Bird on his retirement and nominated F. T. O'Leary to represent the British Transport Workers' Union on the fair practices committee.

The Chairman then put the individual names to the meeting and these were accepted as follows:

Seafarers

Belgium	...	...	...	W. Cassiers
Norway	...	...	...	I. Haugen
Holland	...	...	...	P. de Vries
U.K.	...	...	...	D. S. Tennant
Germany	...	...	...	H. Hildebrand

Dockers

U.K.	...	...	...	T. O'Leary
Belgium	...	...	...	R. Dekeyzer
Sweden	...	...	...	A. Flenström
Holland	...	...	...	R. Laan
Germany	...	...	...	A. Nicolaisen
T. Yates				Chairman, Rapporteur
Omer Becu				Secretary

The Chairman then referred to the suggestion that the Greek seafarers' unions should have a representative on the fair practices committee and on the meeting signifying agreement to the suggestion, the Greek delegation nominated Mr. Petroulis.

The Chairman then asked if any delegate wished to raise the question on any other business. As no-one wished to do so, the meeting was terminated.

T. YATES,

Rapporteur.

T. Yates (British National Union of Seamen): Mr. President and fellow delegates, I have the honour to present to you the report of the joint conference of the dockers and seafarers, held on Sunday, 22 July.

The report does not just emphasize the appreciation of these two Sections for the work that has been done during the past twelve months on these flags of convenience. I don't wish to waste the time of the Congress but I would like to pay tribute on behalf of the seafarers and dockers to all concerned in the Secretariat for the manner in which this particular job has been handled. As regards the resolution dealing with the transport of arms, whilst the Committee had sympathy with the resolution, it was felt, because of the practical application, that the resolution could not be entertained. All the other resolutions were unanimously adopted.

I commend this report for your adoption.

The President: Thank you, Brother Yates, for your explanatory remarks. Are there any other speakers on this report? That is not the case so we will now proceed to a vote. Those in favour of accepting the report and the appended resolutions? Against? Abstentions? I therefore declare that this report, too, has been unanimously adopted by Congress. We will now proceed to the next agenda item, which is No. 12. Resolutions and Proposals Submitted. This will be introduced by Brother de Vries.

REPORT OF THE RESOLUTIONS COMMITTEE

The following is the composition of the Resolutions Committee elected on the second day of Congress: A. Thaler (Austria), G. Hendrickx (Belgium), N. Wälliri (Finland), F. Laurent (France), A. Nicolaisen and W. Kiesel (Germany), H. Tanner and H. Joyce (Great Britain), J. Soares (India), I. Nonoyama (Japan), P. de Vries (Netherlands), G. Harrison and J. Horst (United States), L. Agonsi (African Group), S. Pequeno and W. Moreno (Latin American Group), J. Jensen and S. Klinga (Scandinavian Group).

The Committee met on three occasions, namely, on 20, 21 and 24 July; at its first meeting it unanimously elected P. de Vries Chairman of the Committee and Rapporteur to Congress.

At its subsequent meetings the proposals submitted by affiliated organizations were examined and the following decisions were reached:

1. *Transport of Arms*

This resolution was referred by the Executive Committee to the Joint Conference of Seafarers' and Dockers' Sections for advice. This Joint Conference decided unanimously to recommend to the Resolutions Committee that no action should be taken.

2. *Atomic Energy and Automation*

Dealt with by the Conference of the Railwaymen's Section.

3. *Representation of Small Countries*

This resolution was referred to the Executive Committee since the Resolutions Committee was of the opinion that the matters referred to were of a budgetary nature and not suitable to be dealt with by Congress. It expressed the confidence that the Executive Committee would act on the proposal at the convenient time and to the extent financial resources permit.

4/5. *Increase in Affiliation Fees*

Dealt with by full Congress.

6. *Free Trade Unionism in Africa*

Acceptance recommended.

7. *Establishment of I.T.F. Regional Office for West Africa*

In view of the fact that resolution No. 6 called for the establishment of an I.T.F. Regional Office in Africa, this resolution was withdrawn by the sponsoring organization.

8. *Aid for Grenada Seamen and Dockers*

This resolution was referred to the Executive Committee since the Resolutions Committee was of the opinion that the matters involved were of a budgetary nature and not suitable to be dealt with by Congress. The Resolutions Committee felt that the Executive Committee would take such action as it deemed appropriate.

9. *Flight and Ground Duty Time Limitations*

Dealt with by the Conference of the Civil Aviation Section.

10. *Information Service of Industrial Sections*

Since the facilities requested were already provided for by the I.T.F. Constitution, Rule XVI—Assistance in Major Conflicts—the proposal was withdrawn by the sponsoring organization.

11. *Air Safety Code of Ethics*
12. *Air Crew Complement*
Dealt with by the Conference of the Civil Aviation Section.
13. *Training of Dock Labour*
14. *Mechanization and Bulk Cargo Handling*
Dealt with by the Conference of the Dockers' Section.
15. *Dieselization and Electrification of Railways*
16. *Grievances of African Railway Staff Union of Kenya*
Dealt with by the Conference of the Railwaymen's Section.
17. *Refugee Seafarers*
Dealt with by the Conference of the Seafarers' Section.

A number of resolutions were submitted which had not been sent in previously. The Committee wishes to place on record the need for resolutions to reach the Secretariat at least four months before the Congress in accordance with the Constitution—Rule VI, para. 13. Resolutions received during Congress were referred to the Executive Committee for a ruling regarding their urgency.

18. *Detention of Algerian Trade Union Leaders*

This resolution called upon the Executive Committee to take steps to secure the liberation of Algerian trade union leaders. The Executive Committee decided that the matter was of a general nature, and since the question was being dealt with by the I.C.F.T.U., no action by Congress is required.

19. *Dominican Republic*

This resolution, calling for an air and sea boycott over the Dominican Republic in view of the ruthless suppression of trade union freedom, was referred to the Executive Committee who recommended that it should not be proceeded with by Congress since the I.C.F.T.U. has already adopted a resolution stating that it will consult with the I.T.F., the I.C.F.T.U. Regional organizations in Latin America and the Caribbean area and other organizations involved "to consider the possibility of proclaiming a boycott of the Dominican Republic in which the I.C.F.T.U. and the aforesaid organizations would closely cooperate." The I.T.F. awaits consultation and stands prepared to act in conjunction with the I.C.F.T.U.

20. *Brazil—Freedom of Association*

Although this proposal was not received within the time limit prescribed by the Constitution, the Executive Committee decided to accept it since the sponsoring organization, the Brazilian National Inland Transport Workers' Confederation, was not an I.T.F. affiliate at the time the resolution should have been submitted. The resolution appears in the annex to this report.—Acceptance recommended.

21. *Suppression of Freedom in Communist States*

This was withdrawn by the sponsoring organization in favour of the Executive Committee's resolution on solidarity with workers of Poznan.

22. *Egyptian Government's Blockade of Suez Canal.*
Dealt with by the Joint Conference of Dockers' and Seafarers' Sections.
23. *I.L.O. Industrial Committees*
Dealt with by the Conference of the Dockers' Section.
The two following resolutions were submitted by the Executive Committee. The texts appear in the Annex to this report.
24. *Solidarity with Workers of Poznan*
Acceptance recommended.
25. *The Forty-Hour Week*
Acceptance recommended.

P. DE VRIES, *Rapporteur.*

Freedom of Association in Brazil

This Congress, etc.

Notes that various statutes of the Government of Brazil provide for freedom of association, and that Article 159 of the Federal Constitution specifically allows the right of workers to form and join trade unions.

The Congress notes with concern that despite the existence of such statutory provisions, the right to belong to trade unions is denied to employees in the nationally-owned transport undertakings.

It therefore calls upon the Government of Brazil to take immediate steps to safeguard the right of all transport employees to join the trade unions of their choice.

Solidarity with Workers of Poznan

This Twenty-Fourth Congress of the International Transport Workers' Federation;

Meeting in Vienna from 18 to 26 July 1956;

Salutes fraternally the workers of Poznan, who, on 28 June 1956, proclaimed to mankind their misery and bondage, and assures them of its total and effective solidarity; sympathizes with the victims of the firing and with those now imprisoned;

At Poznan on 28 June 1956 as in East Berlin and the whole of Eastern Germany on 17 June 1953 Soviet tanks fired on the workers;

This Congress denounces the ferocity of a régime which permits to the workers the choice only between misery and death;

Congress especially greets the transport workers of Poznan whose action was decisive in the revolt of 28 June 1956;

The International Transport Workers' Federation fully supports the decisions and initiative of the I.C.F.T.U. in focussing world opinion and highest international jurisdictions on the bloody repression exercised against the strikers of Poznan whose action after an interval of three years constitutes the continuation of the struggle started on 17 June 1953 by the workers of East Berlin and the whole of Eastern Germany;

The International Transport Workers' Federation notes that those in revolt at Poznan as well as those of East Berlin and the whole of Eastern Germany in 1953 have proclaimed the truth: they have neither bread nor freedom; they do not want to, and cannot do without one or

the other; they know, as everyone knows, that the two are inseparable, and that deprived of freedom, the slave receives his bread only by the goodwill of his master;

The I.T.F. responds to the desperate cry of the workers of Poznan and re-echoes that cry throughout the world; the I.T.F. has chosen freedom against all tyrannies both old and new. This choice goes back to the foundation of the I.T.F. and this Twenty-Fourth Congress strongly confirms it in order that the cry "Freedom, Bread", of the workers of Poznan, and of all countries under Communist oppression, will only be terminated on the day of their liberation.

The Forty-Hour Week

Whereas the shortening of the working day and week is one of the fundamental aims of the trade union movement;

Whereas technological development in general, and the advance of automation in particular, have reached a stage where it is economically feasible in many countries to reduce working hours to forty per week, whilst maintaining workers' wages at levels consistent with an adequate standard of living;

Whereas in a number of countries in the world, such as the United States and Canada, the forty hour week, and even less, without reduced wages is an accomplished fact, whilst in a number of European industrial countries, notably Belgium, Germany, Sweden and Switzerland, the movement in favour of the shorter working week is already the adopted policy of the general trade union movement:

This Congress, etc.

Reaffirms the resolutions in favour of the forty hour week adopted at previous congresses and conferences of the I.T.F., as well as the resolution on the subject passed at the Executive Board meeting of the I.C.F.T.U. in New York in December 1955;

Calls upon the transport workers' unions affiliated with the I.T.F. to take all possible action to secure the introduction of the forty hour week in their respective countries, as an immediate objective where economically possible, or in appropriate stages where not immediately attainable; and

Pledges the support of the I.T.F. to unions in their efforts to achieve this end.

P. de Vries (Netherlands Central Union of Merchant Seafarers and Fishermen) : Mr. President, I have great pleasure in presenting to Congress the report of the Resolutions Committee. In accordance with the decision taken by Congress on the recommendation of the Executive Committee, the composition of the Resolutions Committee was representative of the world-wide character of our I.T.F. As I myself belong to a very small country, you will understand that I felt very honoured that at its first meeting the Committee unanimously elected me to act as Chairman and rapporteur.

I feel I should place on record that the ability of its members and their desire to cooperate as much as possible enabled the Committee to complete its business rapidly, despite the fact that it had quite a number of resolutions to consider and that some of these dealt with matters on which differences of opinion could be and indeed have been expressed.

I would draw your attention to the fact that resolutions 2, 9, 11 to 17, 22, and 23 were dealt with by sectional conferences and they have been submitted to Congress together with the reports of those conferences. Resolution No. 1 on the transport of arms was referred to the Joint Conference of Seafarers and Dockers for their opinion and, as you have just heard from Brother Yates, that conference considered its political and other implications very carefully and unanimously decided to recommend to the Resolutions Committee that no action should be taken. In the case of resolutions 3 and 8, budgetary aspects were involved and the Resolutions Committee considered that the matters referred to were not suitable to be dealt with by Congress. Resolutions 4 and 5 regarding the increase in affiliation fees were, as you know, dealt with by the full Congress. The Resolutions Committee recommend the adoption of resolution No. 6 on free trade unionism in Africa ; resolution No. 7 calling for the establishment of an I.T.F. regional office in West Africa was subsequently withdrawn by the sponsoring organization. Since the facilities asked for in Resolution 10 on information service of industrial sections are already provided for by the I.T.F. Constitution, Rule 16, Assistance in Major Conflicts, the sponsoring organization withdrew the resolution. The same is true of resolution 21 on the suppression of freedom in Communist states, which was withdrawn by the Estonian Seamen's Union in favour of the Executive Committee's resolution on solidarity with the workers of Poznan.

I should like to draw your attention once again to the provision in Rule 4, Paragraph 13, of the I.T.F. Constitution that resolutions for submission to Congress should reach the Secretariat at least four months before the Congress opens. The Committee felt it necessary to remark on this in its report, as several resolutions were sent in too late. As the Executive Committee decided that they were not of an urgent character, they could not be dealt with by the Resolutions Committee.

As regards resolution No. 18 on the detention of Algerian trade union leaders, the Executive Committee decided that the matter was of a general nature and that since the question was being dealt with by the I.C.F.T.U. no action was required by Congress. The Resolutions Committee decided accordingly. I should also like to draw the special attention of Congress to the remarks made in the report concerning resolution No. 19 on the ruthless suppression of trade union freedom in the Dominican Republic and resolution No. 20 concerning the freedom of trade unions in Brazil. The Committee furthermore recommends the acceptance of the two resolutions 24 and 25 submitted by the Executive Committee, the first one on solidarity with the workers of Poznan and the second on the forty-hour week. As regards the latter, the Committee wishes to pay special tribute to the Secretariat for the speedy way in which it succeeded in drafting a text in line with the discussion which had taken place on this subject on the floor of Congress.

In conclusion, I would like to move the acceptance of this report and of the resolutions which the Resolution Committee has recommended for adoption.

The President : I thank Brother de Vries for his explanatory remarks concerning document C.21, which is now open for discussion. Does anyone wish to speak to this ? Brother Metslov!

N. Metslov (Estonian Seamen's Union): Mr. President and colleagues, I would like to say a few words regarding the resolution expressing solidarity with the workers of Poznan. On behalf of all seafarers and workers living in exile abroad, i.e. those who now find themselves in the free world, I would like to welcome this resolution which has been proposed by the Executive Committee. At the same time, however, I would like if possible to make a small addition to that resolution. The last paragraph expresses the conviction of Congress that "the cry of freedom and bread will only be terminated on the day of liberation". In my contribution on the second day of the Congress, I emphasized that unrest and resistance is not only present in Poznan and Eastern Germany; we only hear sporadic reports of such unrest for the simple reason that it is so difficult to obtain information from behind the Iron Curtain. We know, however, that the resistance movement is active in all countries ruled by Communist régimes. I should like therefore to propose that in this resolution the Congress not only expresses its conviction with regard to liberation in Poznan but should express a similar conviction regarding all countries where Communist régimes are at present in power.

In other words, I would like to propose an extension of the last sentence, which would then read: "This choice goes back to the foundation of the I.T.F. and this Twenty-Fourth Congress therefore strongly confirms it in order that the cry 'freedom and bread' of the workers of Poznan and of the workers of all Communist-dominated countries will only be terminated on the day of liberation". The addition therefore consists only in the following words "and of the workers of all Communist-dominated countries".

The President: Thank you, Brother Metslov, for your remarks. Does anyone else wish to speak on this subject? That is not the case, so we will now take a vote on the proposal made by Brother Metslov. Those in favour? Against? Abstentions? I declare that the proposal of Brother Metslov is accepted.

We now come to a vote on the whole report and resolutions including the amendment proposed by Metslov. Those in favour? Against? Abstentions? I declare the report and resolutions adopted with one vote against.

That means that we have now concluded item 12 and before we continue I would ask Brother Becu to make an announcement.

The General Secretary then announced that a telegram had been received from the High Seas, something almost unique in the history of the I.T.F. Congress. The telegram had been sent by Brother Baqueiro, a former Secretary of the Argentine Maritime Workers' Confederation. Brother Becu then went on to point out certain errors which had been made in the reporting of Brother Harrison's speech in the daily report of the Congress.

ELECTIONS

The President: We now come to item 13: Elections. I should like to point out that we have already dealt with the election of the General Council and so we now have to elect a new Executive Committee. I call upon Brother Becu to address you on this.

The General Secretary : Mr. Chairman and delegates, all the nominations for the Executive Committee have been handed in. There are twelve nominations. I will read them out to you, you don't have to put them down because we shall distribute a printed list, but for the record I would like to read them out to you. We have them in alphabetical order: Brother Borg from Denmark ; Brother Cousins from the United Kingdom ; Brother Dekeyzer from Belgium ; Brother Düby, Switzerland ; Haugen from Norway ; Jahn from Germany ; Kanne, Netherlands ; Knight, Grenada ; Laurent, France ; Brother Lyon, United States ; Brother Pomar from Cuba ; Thaler from Austria. We have added the country in order that there shall be no mistake, that everyone should know from which country they come, although the countries have nothing to do with the election, we suggest. I hope that we shall elect persons without any distinction with regard to countries.

The President has already announced at a previous session that our Executive Committee will consist of ten members, and we have twelve nominations. In accordance with the Constitution there cannot be more than one half of the members of the Executive Committee belonging to one Section. As far as that particular clause of the Constitution is concerned, we are in a fairly fortunate position, since there are no more than five nominations from any particular section, so you don't have to pay any attention to that in voting. You can consequently not elect more than five, that is half, belonging to one Section. The President has authorized me to suggest that the most simple way of voting would be to delete the names of those whom you do not want to be elected. That would make it easier.

There are twelve nominations, so two names at least ought to be deleted. I have here before me the list of the candidates and each delegation will receive a copy. I have also with me envelopes on which you will find the number of votes that each organization has, in accordance with the Constitution. I shall call out the names of the organizations and will you please then come forward while I hand over an envelope and the list of nominations. [*He calls the name of each organization and hands envelope and list to the delegate who comes forward.*] Is everybody satisfied that you have your envelopes ? Now, one more request, please. Will you put the sheet in the envelope and we have a box here in front of the hall into which you can put your votes.

The President : In order that voting can now take place, I propose to adjourn the Congress and ask that the completed ballot forms be handed in during that period. Have all ballot forms now been handed in? That being so, I would ask Congress to appoint four colleagues to act as tellers, who will work with the General Secretary on counting the votes. [*Brothers Lapeyre, Steldinger, Brosch, and Pequeno were nominated.*]

[Congress adjourned at 10.19 a.m. and resumed at 11.10 a.m.]

The President : The Congress is now in session again and I call upon Brother Steldinger of Germany to give you the results of the election. Brother Steldinger!

J. Steldinger (Electoral Committee): Congress decided that since there were twelve nominations for the Executive Committee a vote would have to be taken in order that two of them should be eliminated. A total of 86 ballot forms were prepared, of which 11 were not collected, leaving us with 75. The result of the votes was registered on these 75 ballot forms and is as follows :

Borg	21,375
Cousins	125
Dekeyzer	147,125
Düby	40,125
Haugen	10,125
Jahn	205,125
Kanne	94,625
Knight	2,332,500
Laurent	40,625
Lyon	125
Pomar	2,273,875
Thaler	2,125

Since Brothers Knight and Pomar had over two million votes they will be eliminated from the list and the other candidates are consequently elected to the Committee.

The President : Brother Becu would like to make an explanation regarding the report of the Electoral Committee.

The General Secretary : It seems that there is a misunderstanding or at least that not everybody has correctly understood what the votes mean which have been communicated to you by Brother Steldinger.

The Committee you have appointed in order to do this job as quickly as possible has counted the number of votes which have been given to anyone who they wanted to exclude—to exclude—that was the most rapid way of doing this job, otherwise we would have been sitting there for two hours. Now, there has been a total of 2,769,875 votes cast. In the votes I am going to read, the number for every person means the number of votes cast against him : consequently for exclusion. From the 2,769,875 were : against Brother Borg 21,375 ; against Cousins, 125 ; against Dekeyzer, 147,125 ; against Düby, 40,125 ; against Haugen, 10,125 ; against Jahn, 205,125 ; against Kanne, 94,625 ; against Knight, 2,332,500 ; against Laurent, 40,625 ; against Lyon, 125 ; against Pomar, 2,273,875 ; and against Thaler, 2,125. Consequently, the two who have not been elected are Brother Knight and Brother Pomar, and the elected members are Borg, Cousins, Dekeyzer, Düby, Haugen, Jahn, Kanne, Laurent, Lyon, Thaler.

The President : We have now concluded the voting on the Executive Committee and the colleagues last mentioned by Brother Becu are considered as elected. We now come to paragraph (c) of Item 13, Election

of the Management Committee. In this case, the organizations of the country in which the I.T.F. has its headquarters have the right to nominate four colleagues. This has already been done and the names will now be announced by the General Secretary.

The General Secretary : Brother Webber, Brother Campbell, Brother Hallworth, and Brother Yates. The four members have also already elected their Chairman and elected Brother Yates as Chairman of the Management Committee. Webber, Campbell, Hallworth, and Yates, with Yates as Chairman of the Management Committee.

J. Campbell (British National Union of Railwaymen) : Mr. Chairman and delegates, I am afraid there has been a slight mistake in the election of the Management Committee, or rather in the submission of the names. I found that I could not devote the time to the Management Committee and I stood down in favour of Brother Tennant, so that Brother Tennant should have been the submitted nominee for the Management Committee in lieu of myself.

The General Secretary : Mr. Chairman, I apologize, for indeed there is a mistake which has been made. In fact I have made the blunder of reading out to you the composition of the Management Committee as it has been up to now, but the names which were handed in were as Brother Campbell has quoted, so I read again : Brothers Webber, Hallworth, Tennant, and Yates. I am sorry for the mistake and I apologize particularly to Brother Tennant. I repeat, too, Brother Yates as Chairman. Is that correct ?

[*British delegates from floor "Yes".*]

The President : We have thus elected the Management Committee in accordance with Article IX of the Constitution. [*Cries of "On a point of information, what does the Management Committee do?"*] That is set out in the Constitution in Article IX on page 11.

We now come to the election of the General Secretary. Are there any proposals ? [*Cries of "Re-election".*] Are there any other nominations in addition to Omer Becu ? That is not the case, so I assume that we can proceed with the election of Brother Becu by acclamation. [*Applause.*] I declare that the General Secretary has been unanimously re-elected. [*Renewed applause.*] Brother Becu!

The General Secretary : I should like to thank you for the tremendous confidence placed in me and I take it that in my re-election as General Secretary you want also to comprise all my co-workers in the Secretariat, for I want to point out that, notwithstanding different nationalities and characters and maybe mentalities, we have a wonderful team in the Secretariat and I feel sure that that is going to continue.

I would not have had the courage to take on this responsibility, for it is indeed a very heavy one, if it were not for the conviction that I have that you are going to give me and all the personnel in the Secretariat your fullest cooperation in the next two years, for it is only if that is fully given and by team work in the office that we shall be able to do the job which is entrusted to us. I can assure you that I shall spare neither time

nor energy in trying to do the job with which I am confronted and I hope that I shall be able, in my report to the next Congress, to give you the fullest possible proof of that.

I thank you very much. [*Applause from the floor.*]

The President : Your applause is the best proof to the General Secretary that he still enjoys the full confidence of the Congress. We now come to section (e) of item 11, Election of the Assistant General Secretary. We have already dealt with this matter under item 6 and there is therefore no need for an election to take place. We will proceed now to point (f), Election of Auditors, and I call upon the General Secretary to announce the names to you.

The General Secretary : Nominations for the auditors are Brother Gunter from the T.S.S.A., and Brother Hollywood from the N.U.R.

The President : Congress takes note of the nominations for auditors. That means that we have now completed item 13 and we will now move on to item 14,

HEADQUARTERS OF THE I.T.F.

The Executive Committee has looked into this question and decided to propose to Congress that the headquarters of the I.T.F. should remain in London. Does Congress agree with that ? Those in favour ? Against ? Abstentions ? I therefore declare that the Congress has unanimously decided that the headquarters of the I.T.F. will remain in London, thus concluding item 14.

We now come to item 15

DATE AND PLACE OF NEXT CONGRESS

I have been informed that our Dutch colleagues have requested that the next Congress should be held in Amsterdam. Are there any other proposals ? Would the Dutch colleagues like to say a few words on their proposal ? That is the case and I therefore call upon Brother Kanne.

H. J. Kanne (Netherlands Federation of Transport Personnel) : Mr. Chairman, colleagues, I would say to you that we would highly appreciate it if Congress would decide to have the next Congress in Amsterdam. Holland has not had the honour of welcoming a Congress since 1904, if I remember correctly.

Amsterdam being a well-known name in the international movement, the three Dutch unions would like to propose it as the venue of the next Congress and we most heartily invite you to accept our proposal.
[*Applause.*]

The President : I will now take a vote on the praiseworthy proposal made by our Dutch colleagues. Those in favour of the next Congress of the I.T.F. being held in Amsterdam ? Against ? Abstentions ? I therefore declare that Congress has unanimously accepted the invitation by our Dutch friends. The Congress will therefore take place in Amsterdam two years from now, the exact date to be fixed by the Executive Committee.

That means that we have now completed the Congress agenda, but before we close, I would like to ask Brother Lindley to say a few words to you. Brother Lindley!

C. Lindley : Dear Comrades. I am afraid I have been unfortunate enough to catch a cold—perhaps it is some sort of influenza—and so I don't think I shall be able to make very much of a speech, particularly in English, because with this cold in the head I don't think I shall be able to find the proper words and phrases. But I shall go as far as I can in English and if I find it difficult then I will have to switch over to Swedish.

Firstly, I would like to thank the I.T.F. Executive Committee which invited me to this Congress and at the same time thank also our Austrian comrades for the way in which they have tried to entertain us and make us as comfortable as possible. I have been able to meet a number of friends, such as Brother Weigl, who was in Sweden during the Hitler régime, and to have an opportunity of talking over old times.

I am afraid that I have had some difficulty in stopping myself from asking permission to put forward my own views on some of the things that you have discussed here. I think, however, that it is not proper for those of us who are guests to try to influence the delegates. Nevertheless, there are a couple of points which have been discussed about which I have not been any too satisfied.

Firstly, when you were speaking about this problem of stopping Panamanian ships and so on, I was very tempted to tell you how we have dealt with this problem in Sweden. It came about in this way. The Conservatives and Liberals in our Parliament submitted a law aimed at preventing spontaneous strikes. They wanted to have regulations stating that before you start a strike you have to give notice. Well, our Socialist Government had to take this very important body of opinion into consideration. So, they drew up a Bill providing that anyone intending to take strike action would have to give eight days' notice. I myself am a Member of Parliament and I saw the first draft of this law that was to be submitted. I therefore went to the Prime Minister and said, "No, that's quite impossible to speak of giving notice. How can we give notice to a ship of which we don't know the owner or when we don't know where the ship comes from." Well, as a result, the law was amended and exception is made, in the case of transport workers, concerning strikes involving shipping. Therefore when we take action against Panamanian ships it is not necessary for us to give any warning since we are acting completely legally. That is the reason why Panamanian ships no longer come to Sweden. Well, I think I could sort out my papers regarding this matter and send details to the I.T.F. in order that you can make use of them and perhaps get other governments to follow that lead.

Another point on which I was tempted to ask permission to speak was when you discussed affiliation fees to the I.T.F. The Scandinavians had proposed twenty-five per cent but the Congress did not agree and accepted only fifteen per cent. That puts me in mind of an episode which took place at the first international congress of the I.T.F. held outside England, namely that in Paris in 1900. At this Congress a majority of delegates called for a reduction in affiliation fees. I warned them against

it but I couldn't do anything to stop it because I was Chairman. I therefore had to accept the proposal and affiliation fees were reduced by a good half. As a result, Tom Mann had to give up the general secretaryship of the I.T.F. and seek something else to do—I believe he started a little bar in London. Well, before long there was hardly anything left of the I.T.F. and then the Germans had to step in and take over because we had no funds to do any work.

That is still the case today. We want better conditions in many countries because there is a danger that due to competition their present level might have the effect of lowering our own wages. We must certainly do all that we can to avoid that, but I am afraid that the small increase you have voted will not be sufficient.

If we don't give the I.T.F. sufficient money it will be incapable of doing its work properly.

I should also like to express another opinion, namely that it has been a very quiet Congress, too quiet in fact. There should be a little more spirit and a little more fighting. [*Applause.*] We might have had better results if you had fought these questions more thoroughly.

Well, perhaps this is the last Congress that I shall attend. Perhaps the sand in my hour-glass is running down but if I do live that long I shall be very glad to see you all again at the next Congress. I hope, dear comrades, that after my death you will all maintain this I.T.F. as a strong and virile organization capable of standing up to all the stresses and strains and of doing everything necessary for the welfare of the transport workers. [*Sustained applause and singing of "He's a Jolly Good Fellow".*]

The President : I should like to thank our young friend of ninety-one for his heartwarming words and to assure him that we all hope we will be able to celebrate his hundredth birthday in the I.T.F. That would be the best way of thanking our friend Lindley for all that he has done for us. [*Enthusiastic applause.*]

I now call upon Brother Joustra to say a few words.

G. Joustra : Mr. President and colleagues, on behalf of myself and my friends who have also been invited to participate in this very successful Twenty-Fourth Congress, I should like to take this opportunity of expressing our deep and heartfelt gratitude for the opportunity of being among you once again. You will all understand my feelings when I think back to the I.T.F. Congress which took place in 1922 and which I attended for the first time as representative of the Dutch organization of railwaymen and tram personnel. Since then, many of our comrades have left us for ever. We have all had ample experience of how urgently necessary it is in this world to be united internationally and to strive together to realize those aims which we seek with such complete conviction. The constantly changing world situation provides us as never before with an incentive to utilize our joint resources and means for the well-being of all mankind and particularly for the millions of comrades who are represented here. May I, in conclusion, express my conviction that the united and constructive spirit which has been instrumental in giving the I.T.F. its present importance will be fully maintained.

[*Applause.*]

The President : I should like to request the members of the General Council to remain here immediately after the session for a short meeting. I would also like to ask the members of the Executive Committee to meet at two o'clock in rooms 4 and 5 to conclude their business.

We have thus reached the end of an eventful Congress. I would like to express my gratitude to our friend Ulbrich of the Austrian Railway-men's Union for his painstaking and untiring work. His work was mainly responsible for the fact that the technical organization of the Congress went off so well. I thank you, Brother Ulbrich, on behalf of Congress. [Applause.] At the same time, however, I would also like to thank the staff of the I.T.F. Secretariat who placed themselves so completely at the disposal of Congress. [Applause.]

Above all, however, I would like to say thank you for the exemplary hospitality shown by our Austrian trade union friends and representatives of the City of Vienna. [Applause.] We have had an opportunity of admiring the industry and energy of the population of this beautiful city and will take back with us many pleasant memories.

I should like to include in my remarks all those, whether individuals or organizations, who have assisted us. [Applause.] I cannot mention you all by name so I would like to thank you collectively for the assistance which you have given in making our work at this Twenty-Fourth Congress of the I.T.F. so successful. It still remains for me to express my very deep appreciation of the delegates themselves for their disciplined behaviour, their attention and their cooperation, all of which made it possible for us to deal with a rather weighty agenda within the appointed period and contributed so much to making this a successful Congress. We have dealt with matters of decisive importance, such as regional activities, which will give our friends in the underdeveloped countries new hope and courage in treading their difficult path. The problem of the forty-hour week was dealt with in a positive manner, taking into account the principal problem of our time, that of automation. I believe that in this second industrial revolution we have set ourselves aims which, when achieved, will mean the labouring masses will not only live to work, but work to live as cultured human-beings. [Enthusiastic applause.] We will also be helped in achieving these aims by the decisions which have been taken regarding the coordination and integration of European transport systems. If we add to those the other resolutions which have been adopted, we have a complete picture of the very successful Congress to which I referred earlier. Colleagues, our work is now ended. I hope that all Congress participants will leave Vienna with happy memories and I should not like to close Congress without expressing the hope of all working people that peace, freedom, and justice will be soon finally established in our world. In this spirit, I declare the Twenty-Fourth Jubilee Congress of the I.T.F., held in Vienna, to be closed. I wish you all a safe journey home and look forward to seeing you all again in Amsterdam. [Loud applause.]

(The delegates rose from their seats and sang "The Internationale")
Peace, freedom, good-bye !

The Congress was closed at 12.10 p.m.

LIST OF DELEGATES

Organization	Delegates	Advisers
Austria Gewerkschaft der Eisenbahner (railwaymen)	<i>R. Freund</i> <i>A. Thaler</i> <i>J. Krämer</i> <i>J. Matejcek</i> <i>A. Pölzer</i> <i>A. Krätschmer</i> <i>L. Schmid</i>	<i>J. Rziha</i> <i>J. Spörl</i>
Gewerkschaft der Bediensteten im Handel, Transport und Verkehr (transport workers)	<i>W. Svetelsky</i> <i>O. Deubler</i> <i>R. Gryc</i> <i>L. Brosch</i>	<i>A. Peham</i>
Belgium Belgische Transportarbeidersbond (transport workers)	<i>R. Dekeyzer</i> <i>G. Hendrickx</i> <i>L. Eggers</i> <i>W. Cassiers</i>	<i>P. Van den Bergh</i> <i>A. De Meyer</i>
Secteur Cheminots de la C.G.S.P. (railwaymen)	<i>G. Devaux</i> <i>G. Premer</i> <i>J. Gilis</i> <i>F. D'Helt</i> <i>W. Bustin</i>	<i>J. Cloes</i>
Centrale Belge du Personnel des Tramways, Vicinaux et Autobus (tramwaymen)	<i>G. Geldof</i> <i>J. Belde</i> <i>R. Tholome</i>	
Secteur aviation de la C.G.S.P. (civil aviation)	<i>A. Poncelet</i>	
Brazil Confederação Nacional dos Trabalhadores em Transportes Terrestres (transport workers)	<i>S. de A. Pequeno</i>	
Canada Canadian Brotherhood of Railway Employees and Other Transport Workers Railway Labor Executives' Association	<i>W. J. Smith</i> <i>D. N. Secord</i> <i>F. H. Hall</i>	
Chile Confederación Marítima de Chile (seafarers)	<i>W. Moreno</i>	
Colombia Sindicato de Trabajadores Avianca (civil aviation)	<i>V. Conde</i>	<i>R. Martínez</i>
Cuba Federación Marítima Nacional (seafarers)	<i>R. M. Salabarría</i>	

Organization	Delegates	Advisers
Denmark		
Sømaendenes Forbund i Danmark (seamen)	<i>S. F. Andersen</i>	
Dansk Jernbane Forbund (railwaymen)	<i>P. Madsen</i>	<i>N. J. Olsen</i>
	<i>J. K. F. Jensen</i>	
	<i>V. E. Hansen</i>	
Dansk Lokomotivmands Forening (locomotivmen)	<i>E. G. Petersen</i>	<i>K. B. Knudsen</i>
Dansk Lokotivmands Forbund (priv. locomotivemen)	<i>K. Hansen</i>	
Privatbane Funktionærernes Forbund (priv. railwaymen)	<i>M. Sølund</i>	
Dansk Arbejdsmandsforbund (transport workers)	<i>E. Borg</i>	
	<i>Ch. Jensen</i>	
Estonia (exile)		
Eesti Meremeeste Union (seamen)	<i>N. Metslov</i>	
Finland		
Finlands Sjömans-Union (seamen)	<i>N. Wälläri</i>	
	<i>B. Johansson</i>	
Finlands Arbetarförbund (dockers)	<i>K. Salonen</i>	
Finska Järnvägsmannaförbundet (railwaymen)	<i>W. E. Backman</i>	
	<i>O. Koski</i>	
Finlands Lokotivmannaförbund (locomotivemen)	<i>G. W. Widing</i>	<i>T. Muje</i>
Finlands Bilbranscharbetareförbund (motor drivers)	<i>S. Koutio</i>	
France		
Fédération Syndicaliste F.O. des cheminots (railwaymen)	<i>F. Laurent</i>	
	<i>R. Degris</i>	
Fédération des Travaux Publics et des Transports (civil aviation)	<i>R. Lapeyre</i>	
Fédération Nationale F.O. des Transports (transport workers)	<i>P. Felce</i>	
Germany		
Gewerkschaft öffentliche Dienste, Transport und Verkehr (transport workers)	<i>A. Kummernuss</i>	<i>G. Huber</i>
	<i>O. George</i>	<i>H. Möllers</i>
	<i>H. Hildebrand</i>	<i>Ch. Mahlstedt</i>
	<i>J. Steldinger</i>	<i>H. Graef</i>
	<i>W. Glahn</i>	<i>J. Roth</i>
	<i>H. Henning</i>	<i>E. Walter</i>
	<i>A. Nicolaisen</i>	<i>A. Ohlenschläger</i>
	<i>W. Matthies</i>	<i>Dr. K. Kühne</i>
	<i>A. Steenbock</i>	<i>W. Kühne</i>
Gewerkschaft der Eisenbahner Deutschlands (railwaymen)	<i>H. Jahn</i>	<i>G. Magnus</i>
	<i>C. Kamp</i>	<i>K. Brand</i>
	<i>W. Kiesel</i>	<i>O. Rümmele</i>
	<i>F. Schreiber</i>	<i>K. Roth</i>
	<i>Ph. Seibert</i>	<i>W. Mikkelsen</i>
	<i>F. Berger</i>	<i>W. Komorowski</i>
	<i>L. Lange</i>	<i>J. Müller</i>
	<i>W. Kraft</i>	<i>P. Pröh</i>
	<i>G. Kühn</i>	
	<i>C. Moser</i>	
	<i>O. Vongerichten</i>	
	<i>H. Völkl</i>	
	<i>G. Hasenfeld</i>	
	<i>H. Bünker</i>	
	<i>H. Weber</i>	

Organization	Delegates	Advisers
Gold Coast Government Transport Workers' Union	<i>Ch. Heymann</i>	
Great Britain National Union of Seamen	<i>T. Yates</i> <i>H. J. Tanner</i> <i>W. Sinclair</i> <i>J. Highfield</i> <i>A. A. Cassells</i> <i>A. Butcher</i> <i>W. Hogarth</i>	<i>T. H. Goff</i>
The Merchant Navy and Air Line Officers' Association	<i>Lord Winster</i> <i>D. S. Tennant</i> <i>J. A. Wilson</i>	
Radio Officers' Union	<i>H. W. O'Neill</i>	<i>D. H. Lamb</i>
Transport and General Workers' Union	<i>F. Cousins</i> <i>E. E. Fryer</i> <i>J. Cree</i> <i>V. Halley</i> <i>F. J. Howell</i> <i>C. W. Prescott</i> <i>H. Joyce</i> <i>C. Mortimer</i>	
National Union of Railwaymen	<i>J. W. Stafford</i> <i>J. Campbell</i> <i>F. McGrath</i> <i>T. B. Jones</i>	
Associated Society of Locomotive Engineers and Firemen	<i>W. J. Evans</i> <i>S. Auty</i> <i>S. R. Lunniss</i>	
Transport Salaried Staffs' Association	<i>W. J. P. Webber</i> <i>R. J. Gunter</i> <i>G. W. Chandler</i> <i>A. T. Gray</i>	
Union of Shop, Distributive and Allied Workers	<i>W. Padley</i> <i>A. W. Allen</i> <i>W. H. Stacey</i> <i>E. Higginbottom</i> <i>L. Wrigley</i>	
Scottish Horse and Motormen's Association	<i>J. Brannigan</i> <i>J. Carabine</i>	
Greece Panhellenic Seamen's Federation	<i>M. Petroulis</i> <i>P. Kalapothakis</i> <i>D. Benetatos</i> <i>A. Thiopoulos</i>	<i>A. Kazakos</i>
Greek Dockers' Federation	<i>St. Dimitracopoulos</i> <i>S. Vassiliades</i>	
Fédération Panhellénique des Cheminots (railwaymen)		
Grenada Grenada Seamen and Waterfront Workers' Union	<i>J. Knight</i>	
India Maritime Union of India	<i>J. Soares</i>	
Israel Israel Seamen's Union	<i>Z. Barash</i> <i>Z. Barash (proxy)</i>	
Israel Railwaymen's Union		

Organization	Delegates	Advisers
Italy		
Sindacato Italiano Unificato Ferrovieri (railwaymen)	<i>E. Semenza</i>	<i>A. Testa</i> <i>A. Bouche</i> <i>E. Poli</i> <i>F. Tamagnini</i> <i>E. Bartolini</i> <i>A. Mazzitelli</i>
Sindacato Autonomo Unificato Ferrovieri Italiani (railwaymen)	<i>B. Carella</i>	
Federazione Italiana Lavoratori Trasporti ed Ausiliari del Traffico (transport workers)	<i>G. Abate</i> <i>E. Leolini</i> <i>L. Gatti</i> <i>B. Rossi</i> <i>G. Martelli</i>	
Federazione Nazionale Lavoratori Autoferrotranvieri ed Internavigatori (tramwaymen and inland navigation)		
Japan		
All-Japan Seamen's Union	<i>T. Nishimaki</i>	
National Railway Workers' Union of Japan	<i>I. Nonoyama</i>	
Luxembourg		
Fédération Nationale des Cheminots et des Travailleurs du Transport (railwaymen and transport workers)	<i>A. Bousser</i> <i>Ch. H. Leirs</i>	
Netherlands		
Centrale van Zeevarenden ter Koopvaardij en Visserij (seafarers)	<i>P. de Vries</i> <i>D. Harms</i> <i>A. de Boon</i> <i>H. J. Kanne</i> <i>R. Laan</i> <i>J. Scheffers</i> <i>H. W. Koppens</i> <i>J. de Later</i> <i>F. de Jong</i> <i>J. K. Post</i>	<i>P. W. Seton</i>
Nederlands Bond van Vervoerspersoneel (railwaymen and transport workers)		
Algemene Bond van Luchtvaartpersoneel (civil aviation)		<i>J. de Graaff</i>
Nigeria		
Railway Technical Staff Association	<i>L. U. Agonsi</i>	
Norway		
Norsk Sjømannsforbund (seafarers)	<i>I. Haugen</i> <i>T. Sønsteby</i> <i>P. Ottosen</i> <i>N. Høie</i> <i>G. Anderson</i> <i>M. Trana</i> <i>E. Halvorsen</i> <i>Th. Olsen</i> <i>H. Østhagen</i> <i>M. Heggstad</i>	<i>A. Hall-Nilsen</i> <i>G. Hagelin</i>
Norsk Jernbaneforbund (railwaymen)		
Norsk Lokomotivmandsforbund (locomotivemen)		
Norsk Transportarbeiderforbund (transport workers)	<i>O. Askeland</i> <i>Kj. Kjønliksen</i> <i>Kr. Vindenaes</i>	
Philippines		
Philippine Transport Workers Organization	<i>R. S. Oca</i>	<i>J. Poticar</i> <i>C. C. Malonzo</i> <i>J. J. Hernandez</i>
Poland (exile)		
Association of Polish Merchant Navy Officers in London	<i>T. Yates (proxy)</i>	

Organization	Delegates	Advisers
Saar		
Industriegewerkschaft Verkehr und Transport (transport workers)	<i>J. Debold</i>	
Deutsche Gewerkschaft der Eisenbahner, Saar (railwaymen)	<i>J. Jacobs</i>	
Spain (underground)		
Sindicato Nacional Ferroviario (railwaymen)	<i>L. Riaza</i>	
Federación Nacional del Transporte del UGT (transport workers)	<i>L. Riaza (proxy)</i>	
Sweden		
Svenska Sjöfolksförbundet (seafarers)	<i>J. Svensson</i> <i>G. Carlsson</i>	
Svenska Järnvägsmannaförbundet (railwaymen)	<i>H. Blomgren</i> <i>E. Svensson</i> <i>G. Kolare</i> <i>C. Bladh</i> <i>R. Cederlund</i> <i>S. Lindroth</i> <i>H. Blomquist</i>	
Svenska Transportarbetareförbundet (transport workers)	<i>S. Klinga</i> <i>R. Melander</i> <i>N. Peterson</i> <i>G. Carlsson</i> <i>E. Gustavsson</i> <i>J. Christensson</i>	
Svenska Maskinbefälsförbundet (ship's engineers)	<i>H. Lycke</i>	
Handelstjänstemannaförbundet (civil aviation)	<i>R. Lindfors</i>	<i>H. Lindholm</i>
Switzerland		
Schweizerischer Eisenbahner-Verband (railwaymen)	<i>H. Düby</i> <i>F. Felber</i> <i>J. Wagner</i> <i>E. Rufenacht</i> <i>C. Frey</i> <i>E. Agostinetti</i>	<i>H. Staehli</i>
Verband der Handels-, Transport- und Lebensmittelarbeiter der Schweiz (transport workers)	<i>H. Leuenberger</i> <i>E. Hofer</i> <i>W. Beier</i>	
Schweizerischer Verband des Personals öffentlicher Dienste (civil aviation)	<i>H. Pfeiffer</i>	<i>Dr. V. Schiwoff</i>
Tunisia		
Syndicat Tunisien du personnel civil de la marine (navy staff)	<i>Hatib Tliba</i>	
Fédération Tunisienne des Ports et Docks (dockers)	<i>Bouroui Abdelali</i>	

Organization	<i>Delegates</i>	<i>Advisers</i>
United States		
Railway Labor Executives' Association	<i>A. E. Lyon</i> <i>G. Harrison</i> <i>E. L. Oliver</i> <i>T. S. Howieson</i> <i>W. P. Kennedy</i> <i>R. C. Coutts</i>	
International Brotherhood of Teamsters	<i>D. Beck</i>	
Seafarers' International Union of North America	<i>J. Hawk</i> <i>H. Johnson</i>	
International Association of Machinists	<i>R. Faupl</i>	
Flight Engineers' International Association	<i>W. D. Kent</i>	
Transport Workers' Union of America	<i>J. Horst</i>	
National Maritime Union of America	<i>S. Federoff</i> <i>J. J. Martin</i>	
Airline Pilots' Association	<i>R. Clausen</i>	

Invited Guests

Charles Lindley
Karl Weigl
J. Brautigam

G. Joustra
F. P. A. Landskroon
L. Veenstra

Fraternal Delegates

J. H. Oldenbroek

International Confederation of Free Trade Unions

J. Christensson

Skandinaviska Transportarbetarefederationen

D. Follows

International Federation of Air Line Pilots' Associations

F. Bialas

International Centre of Free Trade Unionists in Exile

Observers

R. O. Barritt

British Embassy

J. Greenwood

British Embassy

L. White

United States Embassy

D. Blanchard

International Labour Office

K. Y. Millian

International Seafarers' Service Study Committee

A. Novak

President of former Czechoslovak Locomotivemen's Union

J. Bosch

M. Miolan

N. Silfa

J. Meskimen

} Committee of Exiles from the Dominican Republic

Office Foreign Assistance (USA)

Auditor

J. Haworth

I.T.F. Secretariat

O. Becu, General Secretary

Miss M. Anderson

Mrs. L. Kant

Miss E. Angel

V. Klatil

Miss T. Asser

Miss C. Liou

Mrs. I. Barea

E. Martinez

J. Berg

J. L. Merle

G. Berger

Miss T. Osborne

F. Braun

Mrs. E. Pemberton

I. Dahlbom

R. Santley

C. Godfrey

A. Spirig

K. Golding

Mrs. R. West

Miss W. Hesse

L. White

G. E. Ilg

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