

The GAC of the Central People's Government decided to establish a unified transport company to abolish the feudal control system, protect the livelihoods of transport workers, and remove obstacles to the flow of goods.

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The GAC of the Central People's Government accepted the proposal of the First Congress of the Chinese Transport Workers' Union on establishing a transport company and abolishing the feudal control system in the transport industry in various regions (adopted at the 26th meeting of the GAC on March 31, 1950). The full text is as follows: After review, the GAC considers that the situation of contractors, foremen, and porters controlling docks, extorting merchants and travellers, and cruelly exploiting workers in the transport industry in various regions is the most prominent feudal remnant system in cities. Appropriate measures should be taken to abolish it in order to protect the livelihood of transport workers, remove obstacles to the circulation of goods, and facilitate the development of production and the prosperity of the economy. The proposals of the First Congress of the Chinese Porters' Union on this issue are legitimate and reasonable, and the proposed provisional measures are also practical and feasible. Therefore, the following decision is made:

- (I) The proposal of the First Congress of the Chinese Porters' Union to establish a porters' company and abolish the feudal monopoly system in the porters' industry in various places is accepted, and the provisional measures for abolishing the feudal monopoly system in the porters' industry in various places are approved and promulgated for implementation.
- (II) To eliminate the feudal bullying forces in the porters' industry, it is necessary to rely on the consciousness and organization of the porters' workers. Therefore, when carrying out this work, the local people's governments should first help the porters' workers to organize themselves, establish and consolidate the porters' union, so as to rely on the support and endorsement of the porters' union to establish a unified porters' company.
- (III) The people's governments of the relevant cities should appoint capable cadres as managers and deputy managers of the porters' company, and appoint representatives of the public security organs, representatives of the trade organs, and several representatives elected by the porters' union to form a management committee of the porters' company, with the manager as chairman and one representative of the porters' union as vice chairman.
- (IV) Upon receiving this decision, the people's governments of the relevant cities shall immediately convene relevant organs and organizations to discuss the methods for implementing this decision, proceed steadily, and submit reports to the people's governments (or military and political committees) of the major administrative regions for approval. The five provinces and two municipalities in North China shall submit reports to this court for approval. The implementation situation in various places shall be reported to this court at any time. The First Congress of the Chinese Porters' Unions' Proposal to the Central People's Government on Establishing Porters' Companies and Abolishing the Feudal Control System in Porters' Businesses in Various Places [Xinhua News Agency, March 3]

The First Congress of the Chinese Porters' Unions' Proposal to the Central People's Government on Establishing Porters' Companies and Abolishing the Feudal Control System in Porters' Businesses in Various Places (adopted by the National Congress of the Chinese Porters' Unions on February 6, 1950) (approved by the 24th Standing Committee

of the All-China Federation of Trade Unions on March 9, 1950), the full text is as follows: The dock unloading and portering business in various parts of China has historically been ruled and controlled by feudal forces such as contractors, foremen, assistants, and porters. These feudal bosses monopolized the docks, passing the throne down through generations, creating a feudal fragmentation within the city. They subjected the dockworkers to cruel feudal exploitation and enslavement, appropriating the majority (sometimes over 80%) of their wages and frequently forcing them into unpaid labor. Some even established their own guilds to torture workers, rape their wives and daughters, and drive them to their deaths. As for merchants' goods, they forcibly moved them, arbitrarily extorted money, and imposed as many as fourteen or fifteen different fees, resulting in extremely unreasonable freight rates. For example, the freight cost for goods transported from the ship's hold to the merchant's shop in Hankou was almost equal to the cost of transporting goods from Shanghai to Hankou. These feudal bosses, in their struggle for dock territory, not only formed gangs to create their own tyrannical power, frequently instigating fights among workers that resulted in fatalities, but also bribed officials and colluded with spies and bandits to protect their criminal activities.

During the Kuomintang rule, this situation worsened. The heads of large-scale transport companies in various cities rose to become key figures in the Kuomintang government and National Assembly representatives, openly committing atrocities without restraint. The existence of this feudal force not only severely hampered the exchange of goods and the development of industry and commerce, plunging workers into misery, but also hindered urban security and the establishment of democratic political institutions. Therefore, the First Congress of the Chinese Transport Workers' Union unanimously resolved to request the Central People's Government to issue a decree establishing unified transport companies in various localities, abolishing the feudal monopoly system in the transport industry, protecting the livelihoods of transport workers, removing obstacles to the smooth flow of goods, and facilitating the development of production and economic prosperity. To this end, the Congress drafted a provisional measure to abolish the feudal monopoly system in the transport industry and submitted it to the GAC of the Central People's Government for review and promulgation. The 25th Meeting of the GAC adopted the Provisional Measures for Abolishing the Feudal Control System in the Transportation Industry [Xinhua News Agency, March 3] The full text of the Provisional Measures for Abolishing the Feudal Control System in the Transportation Industry (adopted by the 25th Meeting of the GAC on March 24, 1950) is as follows:

Article 1: Abolishing the feudal control system of contractors, foremen, assistants, and porters in the transportation industry. Transportation companies shall be established by local people's governments to uniformly undertake the transportation of goods from local public and private enterprises, government agencies, organizations, and military units.

Article 2: The transportation company shall be composed of management personnel appointed by the government and representatives of the transportation union, forming a transportation company management committee, chaired by a company manager appointed by the government, implementing democratic company management. The company manager shall regularly report the company's income and expenditure and business overview to the general meeting of the transportation union members or the union representative meeting.

Article 3: Abolishing the unreasonable phenomena of extortion, forced transportation, etc., by contractors, foremen, assistants, and porters in the transportation industry. The transport company shall stipulate appropriate and uniform freight rates, enter into contracts with various public and private enterprises for the transport of goods, and may, as needed, establish offices in appropriate areas within the city to undertake temporary transport work for goods and merchants' luggage.

Article 4: The feudal exploitation and forced labor practices of foremen, foremen, assistant foremen, and porters against transport workers shall be abolished. The transport company shall extract a uniform handling fee of 10% to 20% from the transport fees earned by the transport workers, which shall be used to pay national taxes, construct wharves, conduct company business, and support various welfare programs for transport workers.

Article 5: The transport company shall allocate 30% to 50% of the total handling fee collected monthly to the transport workers' union for the purpose of providing labor insurance, welfare facilities, and cultural and educational programs for transport workers.

Article 6: Transport companies in various regions may establish other business departments to actively seek contracting for various jobs outside of transport work, such as land reclamation, road construction, kiln firing, and water conservancy projects, thereby expanding the scope of work for transport workers, increasing their income, and helping surplus transport workers gradually transition to other occupations.

Article 7: Abolishes the feudal system of monopolistic control and guild-based operations in the portering industry, where contractors, foremen, assistant foremen, and porter leaders monopolize dock areas. Portering companies in each city, in conjunction with portering unions, shall unify the organization and allocation of portering workers throughout the city.

Article 8: Requires portering workers to have at least one year of experience in portering work (calculated backwards from the date of registration) and to register with the local portering union. Only after passing the union's review and being organized into a team are they entitled to work for a portering company.