

# ITF NEWSLETTER INFORMATIONS INFORMATIONEN INFORMATIONSBLAD

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## NEWS ABOUT THE ITF

INTERNATIONAL  
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### General Secretary's Latin American tour

Pieter de Vries, ITF General Secretary, has arrived back in London after his tour of Latin America. After Brazil (see Press Report No. 24 of 3 December 1964) the General Secretary went on to Montevideo, Uruguay, where his visit helped to restore unity between the various port workers' unions; the Uruguayan Railwaymen's Federation also re-affirmed its allegiance to the ITF. Representatives of Argentine trade unions went to Montevideo to take the General Secretary on to Buenos Aires. While in Montevideo the Argentine dockers' leaders took the opportunity to have discussions with the local dock workers, and have succeeded in strengthening their mutual links.

In Argentina the General Secretary was able to see how firmly based the Argentine affiliates are and how closely they cooperate within the framework of the Argentine Transport Workers Confederation (CATT). The General Secretary promised that the ITF would do all in its power to assist CATT in bringing about an all-embracing federation of Argentine transport workers, particularly as it was made clear to him that despite the political differences existing in the country the unions affiliated to CATT had decided that politics should be left completely outside the organization. There is a good prospect that as a result of contacts made during the visit an application for affiliation will be received from the Shipmasters' Association.

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Besides having talks with representatives of the ITF's affiliates in Argentina, the General Secretary was also granted interviews with the President, Dr. Arturo U. Illia, the Vice-President, Dr. Carlos H. Perette, and with the Minister of Works and Public Services and the Secretary of State for Transport.

In Chile the General Secretary observed that great improvements had been made in the trade union position. Useful contacts were established with the Railwaymen's Federation, which is as yet not affiliated to the ITF. The General Secretary also discussed with the Chilean Maritime Confederation (Comach) the question of closer cooperation between the dockers of Argentina, Uruguay and Chile on the basis of the informal agreement already reached between the dockers of the two former countries. Comach agreed to follow up this suggestion, and it is hoped that cooperation of this kind will also be extended to dockers in other countries of Latin America, for instance Peru.

In Lima, Peru, where the headquarters of the ITF Latin American Regional Office is situated, the General Secretary was again able to have talks with leaders of the ITF's affiliates. Discussions concerning differences between two railway unions resulted in an agreement to use the services of ITF Regional Director Jack Otero as mediator in an attempt to achieve a permanent basis of cooperation. The General Secretary was, however, disappointed not to be granted an interview by any member of the government. The General Secretary was impressed by the progress which the Peruvian transport workers' unions had made, in the face of enormous difficulties, towards improving their members' social and economic conditions. In a statement to the Press he said the government should pay more attention to improving the transport services of the country and pointed out that a strong and responsible trade union movement was the best guarantee of industrial peace and could also contribute to political and social stability.

In the last country visited by the General Secretary, Mexico, one important outcome of his discussions was a promise that the powerful Railwaymen's Federation would seek affiliation with the ITF.

The General Secretary was accompanied throughout his trip by the ITF Regional Director for Latin America and the Caribbean Area, Jack F. Otero.

TURKEY  
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#### ITF support for Turkish railwaymen

The ITF earlier this week cabled the Turkish Prime Minister, Ismet Inönü, urging him to intervene in the dispute between the ITF-affiliated Railway Workers' Trade Union Federation and the railway

administration in order to avert a national strike threatened for 18 January. The Prime Minister was requested to bring about a settlement on the basis of recommendations made by the Arbitration Court, which the union accepted but which the railway administration had rejected. A further telegram was sent to the railways administration calling upon it to resume negotiations with the ITF's affiliate and to accept the recommendations of the Arbitration Court, which included the establishment of a 48-hour, six-day week, the right of certain categories to be organized in the union (engine drivers, switchmen, ticket collectors, etc.), and a satisfactory definition of "permanent" and "non-permanent" workers.

We have now heard that the strike has been called off following a settlement of the dispute, details of which are awaited.

RAILWAYMEN

ARGENTINA  
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24-hour stoppage by railway unions

The two Argentine railway trade unions - La Fraternidad, the locomotivemen's union affiliated to the ITF, and the Unión Ferroviaria which caters for other grades - called a joint 24-hour strike on 28 December in support of demands for substantial wage increases to counteract the adverse effects of the rapidly-rising cost of living.

CANADA  
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Job-security agreement on Canadian railways

By means of an agreement dated 16th November 1964, the Negotiating Committee of the Associated Non-operating Unions finalized the terms of a 1962 agreement to set up a Job Security Fund covering non-operating employees of Canadian National Railways and the Canadian Pacific Railway Company. (Not just those of the Canadian National Railways as was stated in the advance notice of the agreement in our Press Report No. 23, dated 19th November 1964).

The agreement appoints the Montreal Trust Company to act as trustee of the fund to which the railways have been contributing at the rate of one cent per man/hour since 1st January 1963. The funds thus accumulated amount to some four million dollars jointly for both railways.

The agreements, identical in text, cover both these major railways and their subsidiaries and have effect either from 16th November last or as soon as certain revisions and adaptation of seniority and related rules are made.

The Fund provides a flat-rate benefit of \$12 a week (about £4 or US\$11.2) for employees who are laid off. Eligibility starts after seven years' service. Payments do not begin until the expiration of a 30-day waiting period. This period is not deemed interrupted if recall to service lasts less than five working days. Each period of lay-off requires a further 30-day waiting period. An exception to this is if an employee has been laid off for more than 30 days and is recalled for a period less than 90 days. If laid off again within that 90-day period, he becomes eligible for benefit immediately.

The number of weekly payments of \$12 corresponds to the number of full "credit units" the employee has accumulated. These are computed on the basis of one-third unit for each calendar month of service before or after the agreement comes into force, calculated from the last date of entry into the Company's service as a new employee. Each year of full employment carries a maximum credit of four units and the maximum number of units which may stand to the credit of an employee at any one time is 100 (equivalent to 25 years service). The number of weekly benefits paid out to a laid-off employee may not exceed 52 even if the employee has more than 52 units to his credit. On retirement from the service he is entitled to a commuted payment equal to the number of his unexpended credits multiplied by \$12.

GERMANY  
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#### Substantial pay improvements for German Federal Railways staff

Daily-and weekly-rate employees of the German Federal Railways have been granted pay improvements following tough negotiations recently.

- Daily-rate employees:
- a) End-of-year bonus payable on 1 December equal to 1/3rd of month's pay plus DM 20 for each child for whom child allowance is payable.
  - b) Basic rate (i.e. the rate to which all other pay elements are related) is increased by 17 Pfg to 265 Pfg.
  - c) Standard allowance on the hourly rate is increased by 6 Pfg. to 19 Pfg. (This is added to b) above to give the standard minimum hourly rate of 284 Pfg. (approximately 5s. or 70 cents US).
  - d) Time-rate allowance is increased by 2 Pfg. per hour.
  - e) Child allowance introduced: 15 DM per month for each child from the first to the fifth, and 20 DM per month from the sixth onward.

- Weekly-rated employees: a) Same end-of-year bonus as above.
- b) Basic pay increased by 6%.
- c) Age limit for receiving starting rate reduced from 22 to 21 years and from 26 to 25 years according to grade.

GREAT BRITAIN  
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TSSA accepts arbitration award reluctantly; new claim submitted

After first rejecting the award of pay increases of 4% to clerical staff (including tickets clerks) and 5% for supervisors (station-masters, etc.) made by the Railway Staffs National Tribunal, the ITF-affiliated Transport Salaried Staffs Association reluctantly agreed to accept the award following talks with Ministry of Labour officials. A new pay claim was immediately submitted to the British Railways Board. The two other railway unions, representing operating staff, accepted the tribunal's award of 9% for their members, and railway workshop staff are now claiming this increase as well as four public holidays in addition to the six a year they already have.

London Underground railway operating staff have also been granted the 9% increase with effect from 21 December 1964.

KOREA  
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Railwaymen's successful wage movement

The ITF-affiliated Korean Railway Workers' Union reports that it has been successful in its struggle to obtain the application in full of a wage increase agreed in February last year. This 40% increase, of which 10% was to be paid with effect from 1 January 1964 and the remaining 30% from 1 July 1964, was held back and it was only by means of strong pressure by the union, reinforced by support from the ITF, that on 30 November 1964 the agreement was met in full.

UNITED STATES  
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Pay agreement signed for firemen

The Brotherhood of Locomotive Firemen and Enginemen has ratified an agreement with United States railway companies which provides for pay increases of 9 cents per hour (72 cents per basic day) with effect from 15 January 1964, plus a further 9 cents per hour from 1 January 1965 for locomotive helpers (firemen). The agreement also gives a fourth week's annual leave after 20 years' service. The parties have agreed that no demands for further changes in pay will be made before 1 January 1966, nor in vacations or working hours before 12 July 1966.

ROAD AND PASSENGER TRANSPORT WORKERS

BELGIUM

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Urban tramwaymen get pay increases

With effect from 1 January 1965 urban tramway workers in Belgium receive a pay increase of 5½%, two per cent of which represents compensation for rises in the cost of living. (In future each 2% rise in the retail prices index will bring a 2% pay increase automatically.) In addition the "efficiency bonus" (prime d'assiduité) goes up from 300 to 400 B.Fr. (£2 17s. or US\$8.00) per month and the workers receive three extra days' leave a year.

Negotiations are continuing on claims put forward on behalf of suburban bus and tram workers.

GREAT BRITAIN

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Unlimited overtime ban threat averted

An unlimited overtime ban decision by London busmen was changed to a three-day ban after agreement had been reached between the ITF-affiliated Transport & General Workers' Union and the London Transport Board on shorter hours and cuts in services. Under the agreement, some service cuts planned for the summer months will not now be made this year; the principle of the 40-hour week will apply from March, but shorter hours will not actually take effect until October. Between March and October crews will receive extra payments of £1 1s. 3d. per week for working on what should be a rest day. In October, the 40-hour week will be granted in the form of an extra rest day every four weeks.

The London Transport Board estimates that this summer it will need 4,800 more drivers and conductors than it has at present. To the current staff shortage of 2,500 has to be added 2,300 needed to cover the busmen's holiday season and also to prepare for the introduction of the 40-hour week.

INLAND NAVIGATION WORKERS

INTERNATIONAL

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New instrument on Rhine boatman's conditions open for ratification

The five Rhine countries - Belgium, France, Germany, Netherlands and Switzerland - have now signed the instrument for the amendment of the

international Agreement concerning the Conditions of Employment of Rhine Boatman and the instrument is now open for ratification; it will come into effect as soon as all five countries have ratified. These amendments to the original agreement which came into effect in 1959 allow for changes in conditions brought about by the possibility of night navigation. (For details of the amendments see ITF Journal No. 9 of 1964.)

PORT WORKERS

BELGIUM  
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Government calls up striking dock workers

Lock attendants and tugmen who have been on strike in the port of Antwerp since 31 December are to be "called up" to do their jobs under an adapted form of military discipline. They are employed by the municipality. The ITF-affiliated union organizing port workers is not involved in the dispute.

GREAT BRITAIN  
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Union statement on London dock congestion

After a meeting with the Minister of Labour, the Acting General Secretary of the ITF-affiliated Transport & General Workers' Union, Harry Nicholas, announced that the union would appeal to its docks members to resume weekend working to relieve the temporary congestion in the Port of London. He pointed out, however, that dockers were already working an average of 10 hours' overtime per man per week, and that it was up to the port employers to introduce greater organizational efficiency "and by that we do not mean men working longer or harder."

Nicholas attacked the press for giving the public the impression that the dockers were not working overtime. "If they work Saturdays and Sundays as well (as 10 hours' overtime weekly) the men would be flogging themselves pretty hard. To meet the temporary situation, however, we would like them to do just that. But we cannot expect them to work consistently every night and at weekends as well. It is definitely an organizational solution that is needed." Employers and unions have already accepted that more men should be recruited to the dock register.

UNITED STATES  
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Ballot on acceptance of port workers' contract

Dock workers in United States East and Gulf Coast ports are voting on 8 January on the provisional agreement reached between the

International Longshoremen's Association and the New York port employers. The new deadline for agreement is 11 January. Strikes and further negotiations have been taking place in some South Atlantic and Gulf ports where dockers have been trying to improve on the New York agreement; the latter usually sets the pattern for the whole Atlantic and Gulf coast.

The provisional agreement provides for: wage increases of 10 cents per hour in 1964 and 1965, and a further 8 cents an hour in 1966 and 1967; a fourth week's paid annual leave after 12 years' service; improved medical benefits paid for by the employers; three additional paid public holidays, bringing the total to 12; pension increases, bringing the benefit payable to \$125 per month from 1 April 1965 and to \$175 from 1 October 1966, with widows entitled to 50% of this if a docker dies; hiring register in New York to be closed, if New York and New Jersey legislatures agree, to prevent a surplus of casual labour; a guarantee of 1,600 hours of work annually for all registered dockers and payment of at least \$5,856 (£2,091) a year; gang sizes on general cargo to be reduced from 20 men to 18 in 1966 and to 17 in 1967.

SEAFARERS

NORWAY  
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Agreement for foreign trades, incorporating rationalization arrangements

The ITF-affiliated Norwegian Seamen's Union has informed us of the terms of its agreement for its members in the foreign-going trades, which incorporates special arrangements for automated vessels.

1. Basic wages are increased by 100 kr. per month for adults and 50 kr. per month for boys; with effect from 1 November 1965 these go up again by 15 kr. and 8 kr. respectively.
2. Overtime rates are increased in the same proportion (a rise of about 13%) with an additional 4% increase on top of the resulting rate.
3. Compensation in lieu of overtime pay for stewards is increased from 33.7% to 35%.
4. Extra pay for dirty work will also apply to working with sand-blowing apparatus.
5. The victualling allowance goes up to 10.50 kr. per day.
6. Holiday pay is 9% of annual earnings for four weeks' leave per year. Victualling allowance of 24.50 kr. per month of service is to be paid on top of this.



7. Special conditions for officers and men serving on ships manned according to the new manning scales for bulk carriers, involving the obligation to serve in both deck and engine departments: the agreement has a new clause which provides that officers and men, and women with more than 6 months' service, will get an extra 75 kr. per month, except that those earning less than the AB rate get 50 kr. a month extra, and boys with less than 12 months' service get no extra payment. Extra personnel engaged to carry out special duties for a limited period will not receive this extra payment.

8. Overtime: (a) It is agreed that the new manning regulations will not involve any more overtime than usual; (b) if it proves necessary, overtime will be regulated in the light of experience.

9. Leave in port; to make it possible to give the men reasonable opportunities to take leave in port, shore workers will be used where necessary and possible to take on provisions, etc., unless this involves disproportionate expense.

10. If the number of deck or engine department ratings falls short of the number provided in the new manning regulations for bulk carriers, the wages of the missing crew members will be divided equally between the crew members in both departments. Any extra overtime pay earned as a result of short-handedness will not be deducted from this amount.

11. It is agreed that deck and engine department ratings are obliged to perform duties in both departments for which they are qualified. (There are approx. 20 Norw.kr. to £1 and 7 to US\$1).

CIVIL AVIATION WORKERS

UNITED STATES  
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Strike suspended as mediators fly out

A five-week strike by airline mechanics belonging to the ITF-affiliated International Association of Machinists and employed by BOAC in New York, Boston, Detroit, Chicago and Washington was suspended on 6 January. The same day a delegation of three British trade unionists, among them D.S. Tennant, General Secretary of the ITF-affiliated Merchant Navy and Airline Officers' Association, flew to New York accompanied by BOAC officials to take part in joint discussions with the American union. IAM members have been without a valid contract with BOAC since December 1963 and all the negotiation procedures had been exhausted. British unions in the civil aviation industry have expressed support for their American colleagues.

GENERAL

GREAT BRITAIN  
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Beeching leaving railways

The Minister of Transport has stated that Dr. Beeching will not, as had previously been expected, head a government inquiry into the integration of road, rail and inland water transport. Dr. Beeching, author of the controversial plan to reshape Britain's railways, will be leaving the British Railways Board within the next six months and returning to a job in private industry.

JAPAN  
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ILO Commission to visit Japan

The Fact-Finding and Conciliation Commission on Freedom of Association of the ILO is scheduled to visit Japan between 13 and 26 January for private discussions with the government and trade unions on complaints of infringements of trade union rights in Japan.

PERSONALIA

Olaf Bergh: We regret to report that Olaf Bergh, one of the pioneers of the Norwegian Transport Workers' Union, died on 9 November 1964, at the age of 74. He had been a trade unionist for 55 years, and had held a number of offices in the union, in particular in the Oslo district. After retiring from his job as a driver, he was active in the union pensioners' association right up until his death.

Emil Edvardsen, President of the Norwegian Railwaymen's Union, celebrates his sixtieth birthday on 10 January; we offer him our congratulations and those of all his friends in the ITF.

Al Hayes, President of the US International Association of Machinists, is one of three trade union leaders nominated by the US President to serve on a 14-member National Commission on Technology, Automation and Economic Progress which will study the impact of automation and recommend policies for the use of new technologies.

Johann Hatje: Our congratulations go to Johann Hatje, former Vice-President of the German Railwaymen's Union, who celebrated his 75th birthday on 23 December 1964.

Margarete Matejcek: With sorrow we report the death on 31 December of Margarete Matejcek, wife of Josef Matejcek, member of the ITF Executive Board and President of the Austrian Railwaymen's Union.

Karol Maxamin: We regret to report the death in Belgium on 13 December, at the age of 75, of Karol Maxamin, former Vice President of the Polish Railwaymen's Union and a member of the ITF General Council between the wars. He had been working for the Belgian trade union centre FGTB.

Nils Peterson: We congratulate Nils Peterson, Secretary of the Swedish Transport Workers' Union, on his 60th birthday, which he celebrates on 16 January. He is due to leave his job in February, and we wish him a long and happy retirement.

A.H. Siregar: We regret to report the death on 25 December of A.H. Siregar, President of the ITF-affiliated Indonesian civil aviation workers' union.

D.Verbaan, Secretary of the fishermen's section of the Netherlands Seafarers' and Fishermen's Union, retired on 1 December 1964 after 26 years in the service of the trade union movement. We wish him a long and happy retirement.

NEWS IN BRIEF

International - Iceland has accepted the 1960 IMCO Convention for the Safety of Life at Sea which comes into force on 26 May 1965.

Europe - The Republic of Ireland has joined Eurocontrol and became a full member with effect from 1 January 1965.

Aden - The ITF-affiliated Aden General and Port Workers' Union has concluded an agreement on wages providing for a monthly increase of 50s. for all monthly-paid employees.

Canada - Dock workers under federal jurisdiction in Halifax are opposing a bill which would limit weekly overtime to 8 hours. At present they often work as much as 70 hours a week during the winter season, and the new law would cause considerable cuts in earnings.

Colombia - The ITF-affiliated Railwaymen's Federation has reached agreement with the railway management on wage increases with effect from 1 January; these will be paid for by staff reductions and other economies to be implemented in consultation with the union. The current agreement expires on 1 October 1965.

Finland - The ITF-affiliated Finnish Seamen's Union is seeking its members' authority to take strike action after 15 January if negotiations on new contracts for the foreign trades are not concluded successfully.

The current agreement expired on 31 December 1964.

Great Britain - Talks are in progress on claims submitted by busmen employed by municipal and companies outside London for: a substantial pay rise; 40-hour working week; incentive bonus scheme; sick pay scheme; and higher holiday pay for skilled maintenance workers.

- A new agreement has been reached between the ITF-affiliated Transport & General Workers' Union and BEA which provides that airline stewards and stewardesses reach their maximum pay sooner; the probation period has also been shortened.

- Pilots of BOAC and the independent British United Airways have received pay increases recently; BOAC pilots get a rises totalling 13½% over the next three years; BUA pilots get larger increases. also over three years, bringing them up to the level of BOAC pilots.

Guatemala - Under the agreement reached between the ITF-affiliated Railwaymen's Union and the company IRCA recently, the latter undertook to negotiate a new collective agreement within three months; not to dismiss any workers for a period of eight months without consulting the union; and in general to regulate its appointments and dismissals procedure in a manner acceptable to the workers.

India - A threatened strike by port workers in Calcutta, including members of the ITF-affiliated Port Shramik Union was called off on 29 December when the parties reached interim agreement.

Norway - A new wage agreement has been signed for workers in maritime and land transport throughout Norway following negotiations between the ITF-affiliated Norwegian Transport Workers' Union and the Employers' Confederation. The agreement provides for a general wage increase of 30 øre an hour - about 4.4% - and an extra low-wage increase of 21 øre per hour. The agreement is effective for two years from 1 November 1964.

Venezuela - On 28 December port workers began their boycott of selected ships from countries trading with Cuba.

FORTHCOMING MEETINGS  
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Management Committee	- London, 3 February 1965
Road Transport Section Committee	- Amsterdam, 9-11 February 1965
Automation Committee (Seafarers)	- London, 15-16 February 1965
Asian Seamen's Committee	- London, 17-18 February 1965
Executive Board	- Frankfurt, 24-26 May 1965
XXVIIIth Congress	- Copenhagen, 28 July-6 August

A NOTE TO OUR READERS

This is the first issue of a re-styled and, we trust, improved version of our former Press Report. We hope it will meet with your approval. A word of explanation is perhaps due concerning our change of title. The aim of this publication is not simply to provide reports which can be used by the press, whether this be the general or the trade union press. It is intended to give news and information about the activities and achievements of the ITF and its affiliates, about wage-movements, industrial disputes, changes in working conditions, legislation affecting the life and work of transport workers and their unions, etc., etc. These are all matters which are of interest and use to the officers and membership of our affiliated organizations as a whole and not only to press departments. Hence our new title.

The section headed "News in Brief" will be mainly confined to short reports of events on which full or reliable information is not yet available but which require mention if the ITF Newsletter is to reflect what has been happening in the transport workers' world during the period under review. Where possible, these items will be followed up by more detailed accounts at a later stage.

As always, we need the regular co-operation of our affiliates to enable us to present accurate and first-hand information on their activities.

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THE ICFTU IS FIFTEEN YEARS OLD

One hundred years after the founding of the first workers' International its youngest "offspring" the International Confederation of Free Trade Unions - the world's largest non-governmental organisation on a voluntary basis - celebrates its fifteenth anniversary.

In December 1949 the Free World Labour Conference in London founded the International Confederation of Free Trade Unions. At its foundation it grouped nearly 48 million organised workers in 53 countries of the world. Now there is a membership of almost 59 million workers in 110 countries.

The founding of the ICFTU was the materialisation of efforts to give expression on an organisational level to the bonds which had been uniting workers throughout the world for almost one hundred years. These bonds had been shattered by the rise of fascism and hitlerism in Europe and by world war. Hopes of being able to combine activities with the communist-controlled trade union organisations in the World Federation of Trade Unions, which had been attempted between 1945 and 1948, rapidly faded when they made it quite clear that they considered the WFTU merely as an instrument to further the objectives of the Soviet Union's foreign policy. So the world's free trade unions decided to act on their own, which decision resulted in the founding of the International Confederation of Free Trade Unions in 1949.

The ICFTU has increased considerably in world-wide influence over the fifteen years of its existence, and has performed many worthwhile tasks for free trade union organisations throughout the world, united under the slogan "Bread, Peace and Freedom", by waging a ceaseless fight against dictatorship in any form and maintaining the autonomy and strength of trade unions in modern society.

The ICFTU, through its consultative status with the major international institutions, such as the International Labour Office and the United Nations and its Specialised Agencies, has been able to make its views on economic, political and social matters known to bodies which are in a position to publicise these views widely or bring about solutions to problems affecting the working population in a great many countries of the world. Not only through contacts with these large supranational organisations, but collaboration with the International Trade Secretariats - which group unions according to trade on the international level - the ICFTU has worked towards achieving higher living and working standards for workers and social security benefits in all countries.

Whenever oppression of workers occurs, whenever trade union and human rights are violated, the facts are brought to the notice of the United Nations, the ILO or other relevant body, by the ICFTU. Such was the case at the time of the



uprisings against dictatorship regimes in East Germany 1953, Czechoslovakia 1953, Poland 1956, Hungary 1956, Tibet 1959, when the ICFTU gave its full support to the workers. Similar treatment is given to the injustices perpetrated in Spain, Haiti, Paraguay or in Portugal and its colonies, and complaints were and are made by the ICFTU against the repression of free trade unions in Cuba under Batista and now under Castro. The ICFTU has strongly denounced the Berlin Wall and all that it stands for and exposed regularly the hardships and exploitation suffered by workers under dictatorial rule. It attacked the Chinese aggression on India in 1962 and welcomed the overthrow of the Pérez Jiménez dictatorship in Venezuela in 1958, accepting the national trade union organization into affiliation. Similar action was undertaken for the Dominican Republic. The list of what the ICFTU has done to safeguard the basic interests of working people throughout the world is too long to cite here.

The ICFTU has become a truly international general workers' organisation, by encompassing trade union organisations in all continents and in countries at various stages of development. The Confederation has played a considerable role in supporting the trade unions engaged in the struggle for the independence from colonial rule, especially in Africa. Its close association with the independence struggle of Algeria, Tunisia and Morocco, as well as of Ghana, Kenya, Zambia and many more are the foundation of confidence in the ideals of the free trade union movement which have been laid across Africa in the minds of the workers. This fight the ICFTU is still carrying on to obtain an end to colonial oppression in the Portuguese and Spanish colonies, and respect for trade union freedom in Rhodesia. Throughout, the Confederation has categorically opposed racial discrimination, particularly in the case of South Africa, against whose policies it organised a world-wide boycott.

The Confederation has also helped to build up free trade union movements in the developing countries of Africa, Asia and Latin America through technical and financial assistance to national unions and through the provision of educational facilities. This latter service is run not only from ICFTU headquarters but from three regional trade union training colleges in Calcutta, India, for Asia, in Kampala, Uganda, for Africa and in Mexico for the Americas.

In its fight for peace and for disarmament, it has roundly condemned all nuclear tests, whether American, Russian, French or Chinese. The free trade union movement of the world has shown only one clear alignment: for freedom and against oppression by any power in any power bloc.

Thus it can be seen that throughout the fifteen years since its inception the ICFTU has pledged allegiance neither to East nor West, but has dedicated itself to supporting policies which serve the interests of the workers and not of states or governments.