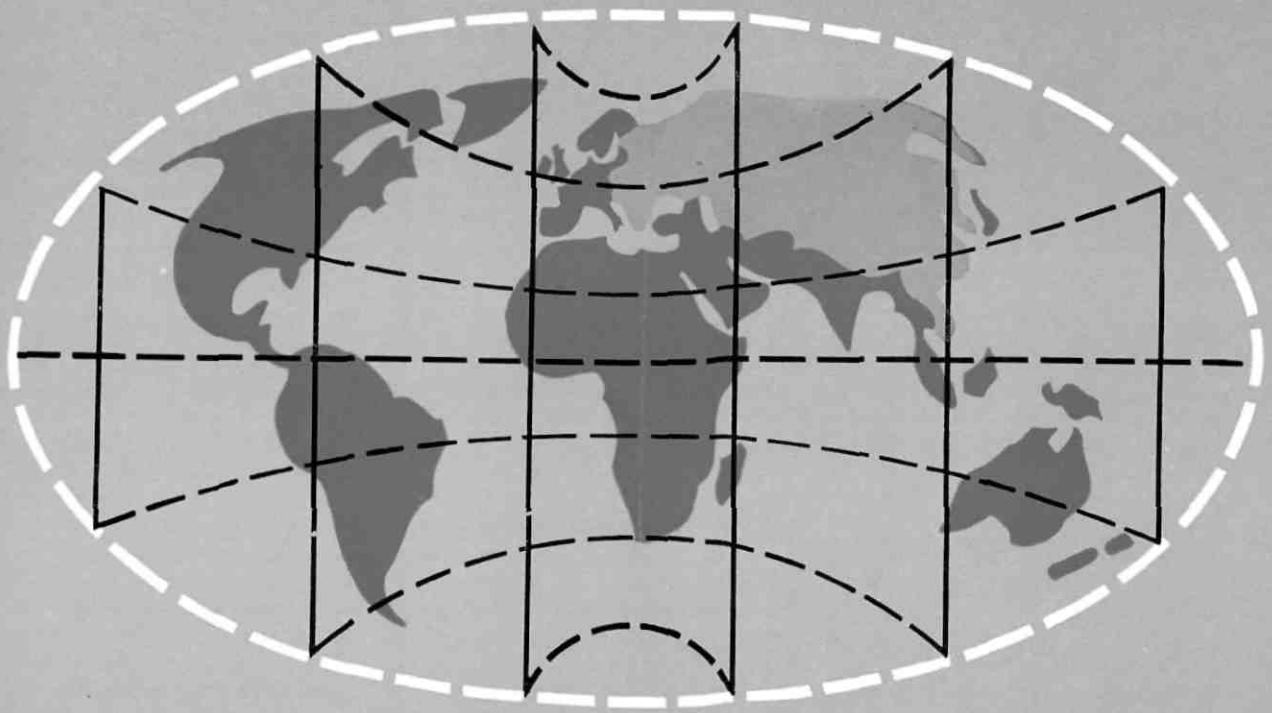


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Forthcoming Meetings:

Helsinki	13-14 June Executive Committee
Helsinki	15-17 June General Council
Berne	12-13 September Conference on European transport problems
Berne	14-17 September International Railwaymen's Conference

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The ITF in Latin America



by Omer Becu, *General Secretary*

THE DECISION TAKEN BY THE EXECUTIVE COMMITTEE OF THE ITF to set up an office in Mexico City, for the purpose of giving a new impulse to its activities in Latin America, will necessarily have a healthy influence on the transport workers' trade union movement in that part of the world.

In view of the present position of trade unionism in Latin America, particularly in so far as the transport workers are concerned, the decision is clearly a wise one, and the time is appropriate to review the preliminary steps taken by the Secretariat of the ITF, and to outline the proper basis for building up a proper regional organization in the future.

There is no doubt that the ITF is the first – not to say the only international trade secretariat – to give such considerable attention to the setting up of a regional organization of its own in Latin America. A number of advances and setbacks in the past have given the ITF a good deal of valuable experience as a basis for determining the form which its future Latin-American regional organization should take, and have convinced it that during the last two decades the transport workers' trade union movement of the Continent has developed clearly-defined characteristics of its own. In the circumstances, and in response to repeated suggestions from some of its Latin-American affiliated organizations, our International is preparing to take steps to bring the transport workers of the Continent into the powerful world movement whose interests it has the honour to represent and defend.

To help our readers to get an approximate idea of the work which awaits our new office, in the first place, and the regional organization that will arise from it in the second, we propose to consider briefly the present situation of the transport workers' trade union movement in Latin America.

Organization

Although during the last few years there has been a growing tendency to set up in Latin America national industrial trade unions or federations, there are still countries whose trade union movements, including the transport workers' trade unions, are suffering from the harmful effects of local or national dispersion. For lack of adequate organization it often happens that even in countries of relatively small commercial or industrial importance, several separate

trade unions – of motor drivers, dockers, etc. – exist and compete with one another for a comparatively small number of possible members. It is encouraging to find, however, that this situation is tending to disappear, because the idea of setting up unions of national scope for the different branches of transport is growing from day to day. And even in countries in which these separate national organizations can boast of many years of successful activities, the interdependence of transport as a whole has led the organizations in some countries – such as Brazil, Chile, and Uruguay – to set up confederations uniting the national unions or federations in the several industries, thus putting them in

a better position to defend the interests of the workers they represent.

International relations

In general it can be said that except for an occasional and precarious direct affiliation – or in a few cases affiliation through national centres – the transport workers of Latin America remained for all practical purposes isolated from their fellow-workers in other countries.

This was due partly to lack of any clear conception of the significance of international solidarity – more necessary today than ever to the development of any trade union – and partly to the fact that, as a comparatively young movement, it was obliged to devote a great part of its energies to avoiding the snares of an employer class of semi-feudal pattern, or government interference and indifference.

This, however – as a result of travel abroad for study, and for international conferences and congresses – has not prevented the leaders of Latin-American transport workers from recognizing the need to share fully in the worldwide

Low rent apartments provided for Government employees in Mexico City, where the ITF is to establish its new regional office for the South American Continent





A prematurely-aged Bolivian Indian mother and child. Although certain countries in the region have a comparatively high standard of living, a general characteristic of the Latin American economy is still poverty of the working classes

activities of the ITF – an excellent urge which is often frustrated by the conditions under which their trade unions are forced to exist.

The international trade secretariats, whether of transport or other industries, are therefore under an obligation to do their best to unify the Latin-American trade union movement of their respective national industries – an indispensable preliminary to making of it an effective instrument, and to making possible its integration in the international movement.

The ITF adopted this wise policy many years ago, and as a result of the decision of the Executive Committee is taking steps to carry it into practice. As a basis for its immediate activities it has more than a million transport workers.

Government interference

Government interference is one of the obstacles which only too often hinder the normal work and development of trade unions in Latin America. This interference takes different forms according as it comes from a frankly totalitarian regime, a more or less tolerant dictatorship, or a democratic government unable to steer clear of outside influences and interested advice. Of

Nicaragua, one of the Central American countries, is building over 160 miles of new roads using construction machinery financed by a loan from the World Bank. The roads will connect villages, towns and cities, and will open up new farming areas

these three patterns examples can be found from one end of the continent to the other.

Since they are well known to all, it is hardly necessary to go into details of the methods used by dictatorial regimes such as those in power in Argentina, Venezuela, Peru, the Dominican Republic, etc. Suffice it to say that for the dictators the end always justifies the means if it enables them to keep their hold over their peoples.

But it is necessary to point out once more that the trade union movements in these countries are in the hands of men who follow blindly the instructions of the dictators. The latter naturally take radical steps to suppress any attempt at disobedience or rebellion within the trade union movement; and even when there is no actual rebellion, trade unions which are not friendly to the regime are ruthlessly deprived of their legal status in the interests of others which are set up under the protection of the government.

The ITF will always remember the way – half-way between guile and violence – in which Perón broke up its affiliated General Confederation of Maritime and Related Trades, simply because its leaders were not willing to

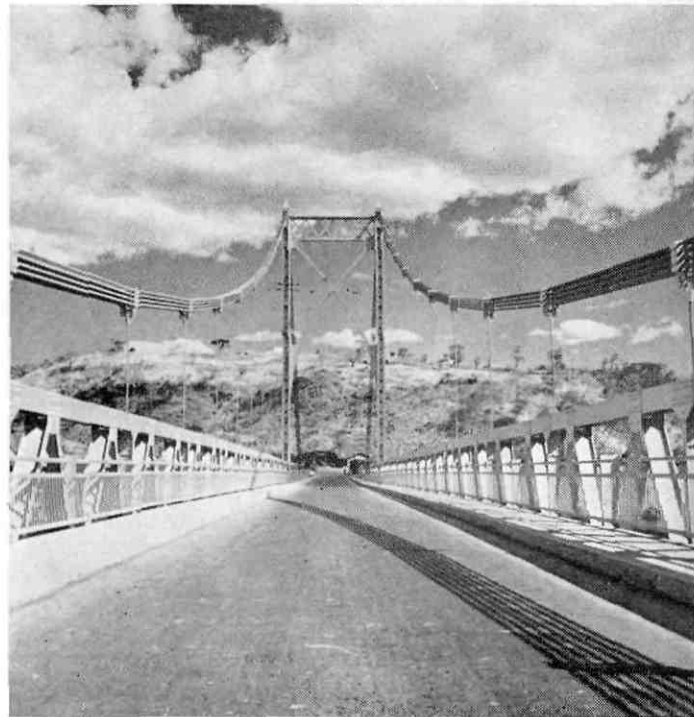
become his tools. Such is his fury that five years later, on the flimsiest pretext, he has imprisoned a man of the highest character, whose only crime was to have been one of the leaders of the Confederation.

The Peronist example also applies to the other Latin-American countries subject to the whims of dictators. In some cases their foolish attitude towards democracy leads them to give the Communists free play inside the trade unions, as has occurred in Venezuela, and more recently in Peru, where the Communist Senator Juan Luna has been officially appointed 'Technical Secretary' of the National Union of Motor Drivers.

Current legislation in Brazil, which empowers the Government to take over a union whenever the Minister of Labour thinks fit, offers us another aspect of government interference in the life of the trade unions; though in this case the result is less harmful than in those previously mentioned.

Like our Argentine friends, the Brazilian seamen have every reason to complain of government interference in matters outside its jurisdiction which should rightly, in any case, be brought before the law courts. A little more than a year ago the Minister of Labour – lending himself, intentionally or unintentionally, to Communist endeavours to get possession of the Seamen's Federation – ordered the seizure of the Federation, in spite of the fact that the Supreme Court had on two occasions pronounced itself in favour of the legally-elected





Central America is the strip of land that links North and South America. It is divided into five small countries: Guatemala, El Salvador, Nicaragua, Costa Rica, and Honduras. The isthmus is an area of contrasts with centuries-old scenes blending in with modern improvements, as illustrated in the two photographs on this page showing an old dirt road and a modern bridge in El Salvador

Executive Committee of the union.

Communist activities

From an impartial study of the Latin-American trade union movement as a whole, the clear inference can be drawn that notwithstanding its displays of propaganda, and occasional actions aimed at winning over further trade unions, or recovering their losses, the Communists have lost a great deal of ground throughout Latin America.

It is a secret to nobody that a few years ago the Confederation of Workers of Latin America (CTAL), an organization under the direction of Lombardo Toledano which follows the Communist line, could boast of being in command of the situation. But its decline started from the very moment that the Inter-American Confederation of Labour (CIT) was founded in 1948 in the capital of Peru; and this decline has become accentuated in proportion as the membership and prestige of the Inter-American Regional Organization of Workers (ORIT), the Latin-American regional organization of the ICFTU which replaced the CIT, have increased.

It is undeniable that there is no longer

any national trade union centre of any importance still belonging to Lombardo Toledano's CTAL. Banished from Guatemala – and subject to any influence which he may be able to exert indirectly here and there – all he has left is the Confederation of Workers of Ecuador, and possibly an occasional odd national trade union. All that counts in the Latin-American trade union movement now belongs to the ORIT or maintains with it friendly relations that will not be long in turning into effective affiliations.

This does not mean that international Communism will give up its plans. On the contrary, it is as active as ever, and thanks to the substantial funds at its disposal it has its agents everywhere, and can perform such spectacular feats as to take to the Vienna Congress of the WFTU the astonishing number of *one hundred and ninety-eight* Latin-American delegates, for all the world as if the whole trade union movement of the continent belonged to it.

The Communists' loss of membership and prestige is the best proof that the democratic workers of Latin America have become convinced – as is happening in a part of Western Europe where

trade unionism has deep roots – that though Communism is prodigal with its slogans, it has little else to offer to improve their living and working conditions. Its chief aim is – as everyone knows – to take advantage, for its own purposes, of any difficult situation through which workers anywhere may be passing – launching them on hopeless strikes, only to leave them in the lurch after the propaganda objective has been achieved, and after severe damage has been inflicted to the economy of the country which has been the scene of their disruptive activities.

One of the characteristic features of these activities is the maximum use of their recognized skill in the art of pretence and infiltration; and when they fail to win over the organization to which they have laid siege they do all they possibly can to undermine its prestige and destroy it. These tactics, of starting what are known in Europe as 'unofficial strikes', have occasionally given the servants of Moscow a few short-lived successes.

Peronism and the trade unions

Another discordant note is provided by



Vaqueros or cowboys cutting selected animals out of a herd. Cattle raising is still one of the most important industries on the Latin American Continent. In countries such as Argentina and Brazil, the cattle population is considerably in excess of the human (UN photograph)



the Association of Trade Unionist Workers of Latin America (ATLAS), an alleged Latin-American trade union centre set up by Perón for the obvious purpose of confusing the free trade union movement and preparing the ground for introducing the continent to his absurd 'justicialism'. But the vicissitudes through which the leadership of ATLAS has passed since it was set up leave little doubt that it will not survive its founder – and Perón is not immortal.

Notwithstanding the large sums of money laid out by his embassies, and the visits paid to Buenos Aires by a few trade union leaders from other countries, thirsty for notoriety or well-paid jobs, the organizations set up by Perón's 'Labour Attaches', with the help of Argentine funds, are perfectly harmless. The greatest successes of these officials lie in being received ostentatiously by the largest possible number of statesmen, though they have a weakness for Perón's fellow-dictators. But as we have pointed out, the latter would rather have the Communists in their service, as they are cleverer.

Christian trade unions

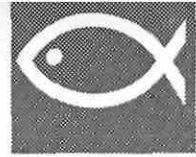
While Christian (Roman Catholic) trade-unionism has solidly-established organizations in a few Latin-American countries, it cannot be said that it has any considerable influence in the trade union movement of the continent as a whole. In December 1954, however, for the purpose of reorganizing its membership and trying to change its present position, the International Confederation of Christian Trade Unions held a congress in Santiago de Chile where it decided to set up a Latin-American Christian Trade Union Centre.

It is, of course, too early to estimate
(continued on the next page)

Chile, with its 2,600 miles of mountainous coast line, has in recent years built up a flourishing fishing industry which gives employment to about 7,000 fishermen. Our photograph shows Quintay tuna fishermen bringing their catch ashore

FAO aids the fishermen

by R. H. Fiedler, Acting Director, FAO Fisheries Division



WHILE IT IS ESTIMATED THAT THE TOTAL FOOD PRODUCTION OF THE WORLD has more than regained the pre-war level per head of population, more than half the people of the world still go to bed hungry and lack sufficient animal protein in their diet to keep them strong and healthy.

At first glance, statistics can sometimes be misleading, and this is so in the case of the figures for overall production of food, because the greatest increases have taken place in highly developed countries and not where they are most urgently needed. This is illustrated by the fact that nearly half the increase in agricultural production since 1934-8 has taken place in North America which supports only seven per cent of the world's population, whereas the Far East, which supports fifty per cent of the world's population, has only managed to maintain its pre-war level of food production. This situation is aggravated by the fact that in the Far East (excluding China) population is growing at the same rate as in North America since 1934-8; both have increased by twenty-five per cent.

Again, the level of food production per head of population reflects only in a general way the level of food consumption per head. For example, in highly developed areas such as North America the wage earner spends up to about forty per cent of his income on food, but in the Far East almost all the wage earner's money goes to buy food and, even then, it is inadequate to provide proper nourishment for himself and his family.

This comparison is, of course, between the two extremes in the overall food supply situation in the world, but a

similar disparity exists between all the highly developed and the under-developed countries. The difference in standards of living in the two groups has become so great that thoughtful men and women throughout the world have seen the need for nations to cooperate in an international organization to increase productivity and standards of living where they are so regrettably low.

The formation of the Food and Agriculture Organization of the United Nations in 1945, following the Hot Springs Conference in USA in 1943, is, of course,

conditions which are comparable with, or perhaps even superior to, those of their fellow-workers in the more advanced countries. But this is the exception rather than the rule, so it should be the task of free trade unionists whose conditions are more normal to help their less fortunate comrades in Latin America to win for themselves living and working conditions more in harmony with the times in which we live.

With this material, and in the face of this situation, the ITF is preparing, in close cooperation with the ORIT to lay the bases of its Latin-American regional organization. The tenacity with which it has pursued its aims over a long period of years, added to the prestige enjoyed in Latin America by Brother Trifon Gomez - to whom the Executive Committee of the ITF has entrusted this no less delicate than important mission - offer sure guarantees of success.

in line with the trend towards international cooperation politically and in all spheres affecting the welfare and interests of the people of the world. It is part of a continuing process which seeks peaceful and orderly development. Thus, the decision by the governments of a number of nations to organize FAO to cover all the fields concerned in food production, such as agriculture, forestry, fisheries, economics and nutrition, was no mere wartime or stop-gap measure. And year by year in the ten years which have passed since FAO came into being, it has become increasingly evident that long-term planning by an international organization is essential in tackling the complex problem of promoting an increase in world food production. The problem is too big for nations to tackle singly or in small groups, a fact which is now widely recognized by governments and by people generally, with the result that membership of FAO has grown to seventy-one nations.

This growth in membership has, of course, added to the complexity and to the urgency of the task facing FAO. Some idea of the magnitude of that task may be gained from the fact that, to carry out the policy with which it is charged, the Organization has to collect, analyze,

(continued from page 60)

the importance of this decision for the transport workers' movement though there are in a number of Latin-American countries trade unions, and even national federations, whose sympathies might lead them to join the new organization.

Economic situation

It is well known that Latin-American economy, taken as a whole, presents as many different aspects as the topography of the many countries belonging to the region. But while the economy of one particular country or other may be flourishing, thanks to the effective use made of its natural resources, a general characteristic is poverty of the working classes and many difficulties for the transport workers. It must be admitted, however, that in some countries - Uruguay, for instance - the railwaymen, as a result of great efforts, have secured



Here a demonstration is being given by an FAO expert to show Ecuadoran fishermen how they can improve the salting and drying of the fish which they catch

interpret and disseminate information relating to nutrition, food production and consumption; promote scientific and other research; improve education and administration throughout the food industries; conserve natural resources; improve methods of food production, processing, marketing and distribution; and provide technical assistance at the request of member-governments.

The part played by Fisheries Division

In this great and continuing task, the Fisheries Division has a very significant part to play. The importance of the fishery resources of the world in relation to total food production and the supply of essential animal protein in the diet of the masses of the people, especially in under-developed countries, has only recently been recognized, and hitherto little attention has been paid to the place of fisheries in the overall economic picture. Few fisheries statistics were available, technologically the industry lagged behind other food-producing industries, and there were only piecemeal plans for conservation of stocks and orderly development of the resources and the industry. But today, with the arable land areas of the world almost all worked by man and the pressing need for increased food production, the fisheries of the world are seen as a vast potential source of food supply. At present, world production of fish is estimated to be about 26,000,000 metric tons a year (excluding 325,000 tons of edible whalemeat, which are equivalent to the yield of boneless meat from 1,800,000 average weight steer) and it is believed that this production can be increased to some 50,000,000 metric tons a year, a production which, according to fishery biologists, is not beyond the capacity of known resources. But, of course, if it is ever to be attained there must be continuing international cooperation, long-term planning, a huge investment in fishing boats, gear and equipment, sustained research, and training and education of personnel in all branches of fisheries.

It is the task of FAO to promote action along these lines, working in coopera-

tion with other international organizations such as the United States Foreign Operation Administration, the Colombo Plan, the International Council for the Exploration of the Sea, the International Bank for Reconstruction and Development, the Organization for European Economic Cooperation, the United Nations, and so on.

For efficient and logical working, the Fisheries Division is organized in three branches, Fisheries Biology, Fisheries Economics and Statistics, and Fisheries Technology, which work under the direction of Dr. D. B. Finn, Director of the Division. The Chief Technical Assistance Officer operates in the Office of the Director, while for operating 'in the field' to maintain liaison with member-governments and carry on policy and work, the Division has organized Regional Fisheries Offices in Asia and the Far East, Europe, the Near East, and Latin America.

Along with all other Divisions in FAO, the Fisheries Division carries out a Regular Programme and an Expanded Technical Assistance Programme, which is a logical extension of the Regular Programme work.

In promoting the orderly develop-

ment of the world's fisheries resources it is essential to collect, analyze, interpret and disseminate statistical and other information for use by FAO experts, by member-governments and by all those persons engaged in fisheries work throughout the world. As part of the effort to improve the flow of information the Division publishes many reports covering all branches of fisheries work.

The Division's Regional Offices have an important part to play in development work. Many governments in countries with underdeveloped fisheries have no highly organized fishery administration, which is essential to orderly, planned progress, so the Regional Offices help governments to set up and develop fisheries services. They also conduct on-the-spot surveys and investigations, supplement information supplied to FAO by governments, and provide the Secretariat of the Regional Councils in the Far East and the Mediterranean Area.

A large part of the Division's Regular Programme work has been to supply help to governments in the fields of fishery economics and statistics, biology and technology. The work has been of a diverse nature, ranging from projects which promote the development of re-



Two FAO experts are currently engaged in carrying out a five-year plan for the development of fish culture in the inland waters of Haiti which was originally drawn up by an FAO expert at the request of that country's government

gional, national and international fisheries policies, to those dealing with specific problems of fishing, fish culture, handling and distribution of fishery products. In all such Regular Programme work there is, of course, a need to maintain the flow and exchange of information, to help which the Division regularly publishes the *Yearbook of Fisheries Statistics*, *FAO Fisheries Bulletin* and *World Fisheries Abstracts* in English, French, and Spanish editions.

The Expanded Technical Assistance Programme was set up in 1950 and it has enabled FAO to give greater assistance in organizing and developing the world's fisheries, especially in those countries with under-developed fisheries. All Divisions of FAO have already provided technical assistance to about sixty countries. For example, between 1 January 1952 and 30 June 1953 some 624 experts were employed, 334 working 'in the field' in some fifty-five countries. Moreover, advanced training has been given to hundreds of selected students from these countries. Such students, known as 'fellows', are trained in countries with highly developed technical and educational establishments.

Fisheries Division, naturally, has taken an active part in technical assistance work, such as introducing mechanization to fishermen who have hitherto relied on oar and sail, improving the design and performance of fishing boats, teaching fishermen to use modern fishing gear and methods, organizing the handling, marketing and distribution of fish and fishery products, developing fish pond culture in various countries, and so on. All these activities have the same basic aim: to increase fish production and consumption. This not only leads to the increased supply of animal protein in the diet of masses of people in underdeveloped countries, but it tends to raise their standard of living generally. For example, fishermen who are taught modern methods of fishing with mechanized boats are able to work more efficiently, going farther to sea to offshore fishing grounds, getting there and back quicker while carrying more and

better fishing gear, which leads to bigger catches, enabling them to improve their earning power and so improve their living conditions.

Fisheries technology

In the field of fisheries technology the work programme can be divided under four headings: (1) fishing boats and harbours; (2) fishing gear and methods; (3) handling, processing, and distributing fishery products; (4) collection and dissemination of information.

It is estimated that at least fifty per cent of all the capital invested in the fishing industries is in boats, and measures which lead to an improvement in safety at sea, seakindliness, lower fuel consumption, higher speed, and so on, are of great importance to fishermen and owners. FAO experts have done much work in this field, especially on-the-spot advisory work in Asia and the Far East and Latin America, and have also secured widespread exchange of information among naval architects. FAO organized the first International Fishing Boat Congress in 1953 (held at Paris, France, and Miami, USA) at which some seventy papers written by naval architects, marine engineers, boat owners and

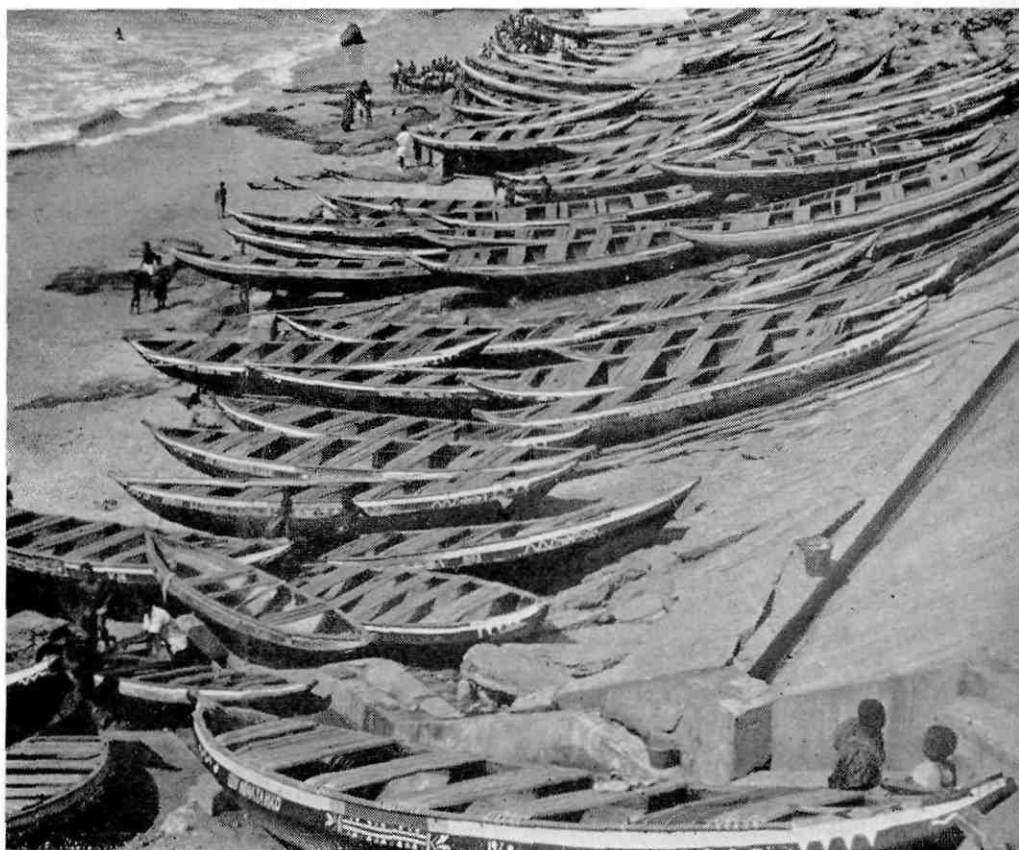
builders, deck equipment manufacturers, and others, were presented. The papers covered fishing boat design and construction, engines, gear and equipment, safety at sea, etc. These papers and the discussions which followed their presentation are being published in book form this year under the title of *Fishing Boats of the World*.

An interesting point to note is that even the most highly developed countries have benefited from the exchange of information and consultations between experts.

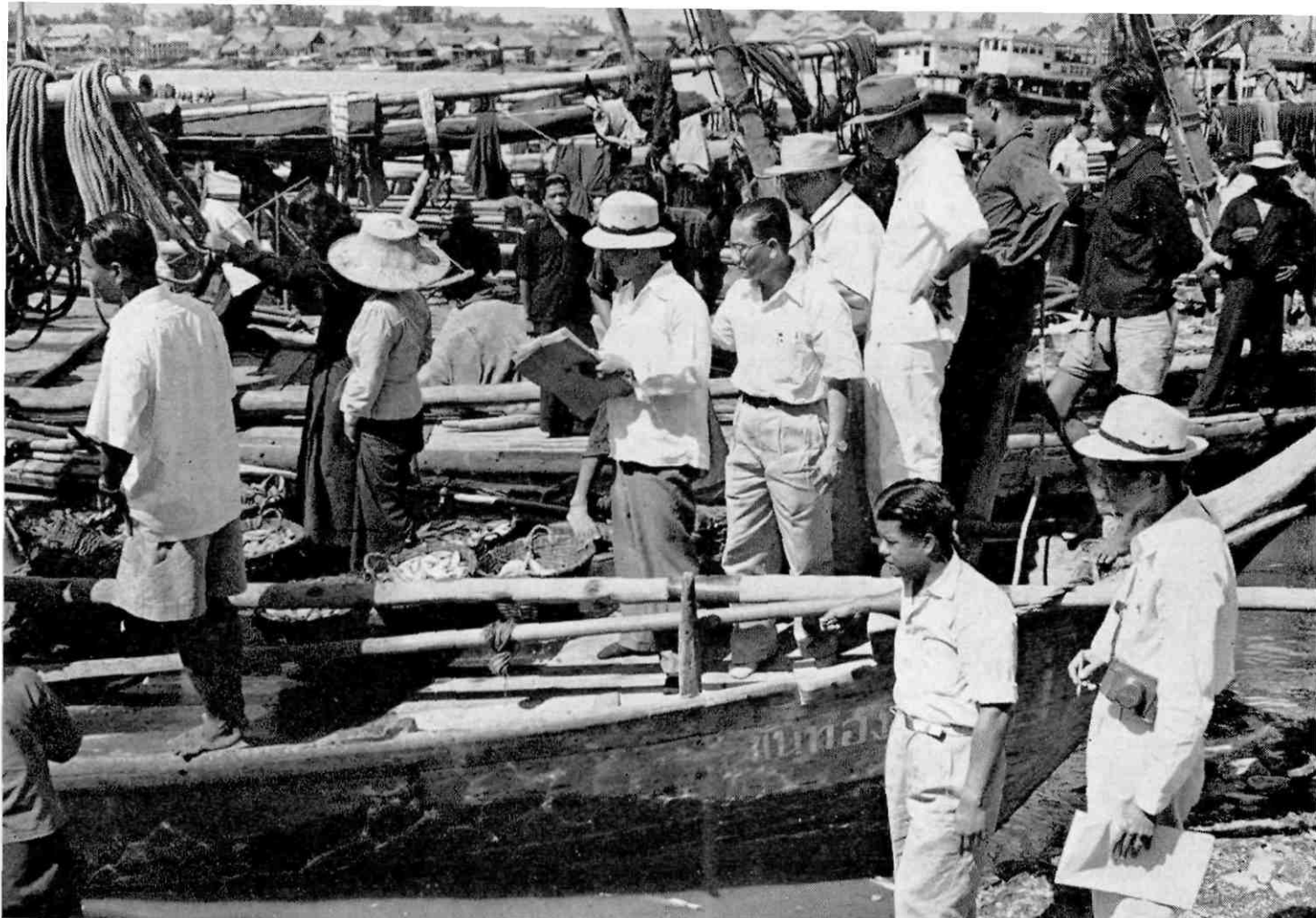
In addition to mechanization programmes, FAO experts have also assisted or will assist in planning fish harbours and associated shore facilities in Pakistan, India, Ceylon, Israel, and elsewhere.

A good deal of attention has been or will be given to introducing and encouraging the use of mechanical power in the handling of fishing gear in small boats, and much work has been done successfully in this field in Brazil, Chile, Haiti, India, Iran, Iraq, Israel, Liberia, Saudi Arabia, Syria, Turkey, and Yugoslavia.

The experience of FAO shows that lack of proper handling, processing and dis-



Fishing canoes on the beach at Accra, Gold Coast. In a number of regions FAO has been able to demonstrate to indigenous fishermen the value of boat design improvement. It was FAO which organized the first International Fishing Boat Congress in 1953 (Photograph by FAO)



Trainees undergoing a course at the Fisheries Statistics Training Centre sponsored by the Indo-Pacific Council of the United Nations Food and Agricultural Organization here examine the catch as fishermen come in at the port of Tachin in Thailand

tributing facilities is often a stronger deterrent to fisheries development than lack of boats and gear, and FAO experts have been busy in this field, doing direct technical advisory work. Fish handling and preservation methods in use in hot climates have received special attention.

In 1950 FAO organized a meeting on the technology of herring utilization, held at Bergen, Norway, and attended by 100 persons from a dozen countries. As a result of this meeting an FAO Committee on Fish Handling and Processing was set up. It has four active working groups dealing with (1) chilling of fresh fish; (2) bulk freezing of fish; (3) pre-packaged fisheries products; and (4) fisheries products for consumption in tropical countries. These groups concern themselves with transport and distribution of products as well as with processing.

FAO technical assistance projects in fish processing are being or will be car-

ried on in Brazil, Burma, Chile, Ecuador, India, Liberia, Turkey, and Yugoslavia.

In the collection and dissemination of information, FAO experts review all the important technical and trade publications dealing with fisheries and summarize the most important articles for publication in *World Fisheries Abstracts*, published bi-monthly in English, French, and Spanish. This publication is used throughout the world by technologists, research workers, administrators and other experts in various branches of fisheries work.

FAO also prepared various handbooks on subjects of fisheries, technology, bibliographies, film lists, technological dictionaries, studies on world practice in fish inspection and commodity standards of fisheries products.

Economics and statistics

In the field of economic and statistics

FAO has had, and still has, a great deal of work of vital importance to do because statistical information on the organization and results of fish production and marketing is essential in realistic planning of fisheries development. Apart from assisting governments to improve their fishery statistics, FAO has also published biennially since 1947 the *FAO Yearbook of Fishery Statistics* with the object of bringing together, in comparable form, statistics on fish production and trade in the seventy-one member-countries of FAO. Allied to this is the meeting which FAO convened in Copenhagen in 1952 to discuss 'Purpose and Methods in Fisheries Statistics', which led to recommendations for improvement in measures adopted to solve the problems involved.

Fish marketing problems are not restricted to countries with underdeveloped fisheries, which is illustrated by the fact that the Organization for European

Economic Cooperation and FAO made a joint study of the fish marketing situation in Western Europe because marketing problems were seriously undermining the stability of the fishery industries. As a result, a report was published, 'Fish Marketing in OEEC Countries', which recommended improvements, and a Fisheries Sub-Committee was set up, with which FAO maintains regular liaison, to promote improved marketing practices and to increase fish consumption.

Discussions in the FAO Indo-Pacific Fisheries Council disclosed that inefficient marketing organizations was frustrating plans in many parts of the region to increase fish production, so FAO organized a Fish Marketing Training Centre in Hong Kong. Some thirty persons from thirteen countries of South-East Asia and the Far East went through a six-weeks' course comprising theoretical instruction and practical demonstrations in the Hong Kong Fish Marketing Organization which, since World War II, has built up a most efficient system for the collection and wholesale disposal of catches, benefiting the whole fishery industry in that area. The course included a series of seminars where marketing conditions in the Indo-Pacific region were critically discussed and measures for improvement were considered.

Although there is a great need in many parts of the world to increase consumption of fish to add to the animal protein in the diet of the mass of people, there is also considerable consumer resistance to fishery products, based on ignorance of their nutritional and economic value. FAO has, of course, worked on this problem. For example, a FAO expert worked for two-and-a-half years in Chile, demonstrating the value of fish consumption as a means of overcoming a serious deficiency of animal protein in the diet of the mass of people in the lower income groups. A feature of this work has been the very successful use of schools through which children have been encouraged to want dishes based on abundant, low priced varieties of fish. As the result of this work the Government has organized its own programme to encourage consumption of fish products. The same expert has carried out similar campaigns in Yugoslavia and Mexico.

In the orderly development of fisheries it is of the utmost importance that there should be first-class management of all enterprises, otherwise results will not

come up to expectations. FAO has done much important work in this field, supplying commercial consultants to advise on management problems. A typical case is that of the Bombay Pilot Deep-Sea Fishing Station when the Government of India found difficulty in the continuous operation of its trawlers and in handling the catches. FAO sent an expert to advise and assist in improving the efficiency of the trawling operations, turnround of the vessels and maintenance of them.

Fisheries biology

The work of fisheries biologists is indispensable in realistic planning for development of fisheries, for the biologists are concerned with the animal and vegetable life in the seas and inland waters on which fishery industries are based. Those planning fisheries development and those who carry out the fishing operations need all available information on the location, characteristics and extent of resources, whether exploiting the resources will be harmful or whether stocks should be conserved and/or cultivated and, if so, how best to implement the policy. To provide satisfactory answers to all the questions asked calls for intensive and extensive research work and constant study of a multitude of factors which affect animal and vegetable life in the waters of the world.

It can be readily understood that in the field of fisheries biology FAO has a very important part to play in assisting the development of the theory and methods of research, promoting the use of the research and data accumulated, and encouraging the application of the knowledge gained.

The Division is constantly engaged on the vast work of surveying the living aquatic resources of the world. Not only must the species of fish and other organisms of economic value be determined but an appraisal made of the stocks available and of all the factors likely to affect their growth and reproduction and exploitation. Information of this nature is essential, for instance, in deciding on conservation schemes and international agreements controlling fisheries, such as those concerned in the International Fisheries Convention (1946), which adopted measures affecting fishing in the North Sea.

The development of fish-pond culture and of fisheries in inland waters generally is also dependent for basic infor-

mation on the Regular Programme work of the survey of aquatic resources.

It is interesting to note that, at present the greater part of fish production comes from a relatively small area of the seas, and that in some places there are vast stretches of water that are either under-fished or not fished at all. The work of the biologists, is, so to speak, to chart the resources and determine how they shall be exploited to the best advantage. For example, Costa Rica and Panama both possess shrimp resources and under the TA programme an FAO fishery biologist is at present investigating the situation and advising the governments concerned on ways and means of making full use of the available resources of this crustacean.

Some idea of the scope of the activi-



Dr Fernando de Buen (right), an FAO marine biologist, carries out scientific examination of tuna in a Chilean fishing port so that the fishes' feeding grounds can be located. Chile, with an abundant supply of fish, is engaged in a vigorous campaign to increase both fish production and consumption (FAO photograph)

ties of FAO fishery biologists can be gained from the fact that during 1954, for instance, not only were they carrying out Regular Programme work but they were also engaged on Expanded Technical Assistance in thirteen countries: Haiti, Jamaica, Dominica, Honduras, Guatemala, Egypt, Iran, Burma, Thai-



The best way of overcoming the general lack of protein in the diets of the population of the Far East is by stepping up the production and consumption of fish. This photograph shows experimental fishing being carried out with a seine net under FAO supervision

land, Panama, Costa Rica, Turkey, and Brazil. The biologists assisted the governments of these countries in many ways, from investigating and surveying various fishery resources to developing fish ponds and raising and releasing tilapia and other suitable species of fish in ponds and other inland waters, both open and closed. In Haiti, for example, FAO biologists have helped to establish a flourishing fishery in both ponds and rivers. They have built nursery and rearing ponds, stocked with carp from Alabama, obtained through the cooperation of the US Fish and Wildlife Service, and from Israel, and tilapia, obtained from the Government fishery service in Jamaica. Fry and fingerlings have also been released in the rivers and other inland waters. FAO experts have been working on the Haiti project since 1950 and have trained local personnel in fish culture practice, with the result that

considerable quantities of fish are now regularly available and in keen demand, thus adding much-needed animal protein to the diet of the people.

Thailand, where an FAO fisheries biologist worked for three-and-a-half years, provides another example of the successful development of inland fisheries, especially in extending fish-pond culture to the hinterland where the mass of people have a great need for more animal protein in their diet. The FAO expert assisted the Fisheries Department of the Thailand Government to increase fish culture, cultivate suitable local species of fish, and release fry and fingerlings in ponds, paddy fields, canals and rivers. As a result, the inland fisheries have developed remarkably well and the Fisheries Department is now able to deliver about 450,000 fingerlings a month to fish farmers for rough release and stocking. Such development work is still going

on but this time the major effort will be made by the Government itself.

These are only a few examples of the kinds of assignments which have been, and are being, carried out by FAO Fisheries Division, but so great is the need to develop the world's fisheries as part of the great task of increasing food production, that it can be said that no more than a start has been made. What has been done so far, impressive as it is, is no more than pioneer work, man's first effort, through international cooperation, to meet a situation which is as challenging as any he has faced in the past in opening up new countries and new continents. But this is an adventure of another kind, perhaps more exacting and more difficult than any encountered by the pioneers of the past, and on its successful outcome depends the health and happiness of many hundreds of millions of human beings.

Towards the 48-hour week in Dutch road transport



DEBATES ON THE ESTIMATES IN THE DUTCH PARLIAMENT present an opportunity each year of calling ministerial policies into question. The debates on the 1955 Estimates dealing with the Ministries of Transport and Labour gave Dutch members of Parliament interested in transport workers' affairs another opportunity of raising the question of amending the regulations governing hours of work in the Dutch road transport industry which are based on the fifty-five-hour week. According to the usual practice, members' observations on the subject were recorded in a memorandum to which both the Ministers concerned gave replies.

Revision on the basis of a 48-hour week

The Minister of Transport stated in his reply:

'Reference has been made in the debate on the Estimates to the regulations on hours of work in the road transport industry. Some time ago, a draft amendment to these regulations was produced in collaboration with the Central Office of the Labour Inspectorate and sent to employers' and employees' organisations concerned in order to ascertain their views. The opinions expressed by these bodies diverged so widely, however, that, in consideration of developments taking place both nationally and internationally in social policies in the transport field, my Ministry decided, in agreement with the Ministry for Social Affairs and Health, to await the results of the international developments.

These have now reached a more advanced stage, and my Ministry, in collaboration with that of Social Affairs and Health, proposes at an early date to submit further recommendations to amend the regulations on working hours in the road transport industry on the basis of the developments which have taken place in the international field and after further consultation with the transport interests concerned or otherwise.

As some members speaking on this subject have rightly assumed, the pressure brought to bear by the Chamber to ensure that the forty-eight-hour working week is taken as a basis when amending the regulations on working hours in the road transport industry is not the reason for no final draft amendments

having been submitted by the Department. It is the intention of the Minister for Social Affairs and Health and of myself to base further talks with the transport industry on the international agreements arrived at which, as can be assumed to be generally known, take the forty-eight-hour week as their basis.'

International factors

In his reply, the Minister of Labour stated:

'The preparation of amendments to the regulations on hours of work in the road transport industry has met with considerable difficulties. One of these was the fact that employers' and employees' organizations were unable to reach agreement on one of the main points - the weekly maximum to be laid down in the regulations.

A second factor making for delay and which should be mentioned was the fact that it was necessary in view of the rapid and significant growth of international road transport, to ensure that any new regulations on hours should harmonize as far as possible with the international regulations which were in course of preparation. These have since been formulated.

Both the memorandum approved by the Inland Transport Committee of the ILO and the Standard Set of Rules of the Economic Commission for Europe of the United Nations, initialled on 15 March 1954 but not yet ratified by the countries of western Europe, take the forty-eight-hour week as their starting point. My ministry, as well as the Ministry of Transport, is of the opinion that the working week of forty-eight hours should ultimately be the standard observed in this country, although pos-

sibly averaged out over a period longer than one week. The question, however, is whether this highly desirable state of affairs can be brought about immediately or whether the change shall be effected in stages.'

Inspection problems

The statement continues:


'There is a further difficulty inherent in the system of inspection. At present, checks are carried out solely on the road. In spite of every precaution taken in the form of the driver's log, malpractices have not been entirely obviated. It has been considered whether an improvement could not be introduced by means of a system whereby supervision is carried out partly at the office and partly by means of road checks. There always remains the weakness, however, that any checking system is dependent on the cooperation of the driver.'

Procedure

In conclusion, the Minister stated:

'In the working out of further details, we must not fail to hold discussions with the organizations concerned. My Ministry has had talks with the Ministry of Labour with a view to putting these discussions on a different level. The course envisaged is that of drawing up a number of main points as a basis for the regulations and passing these on to an authoritative body to be determined at a later date.'

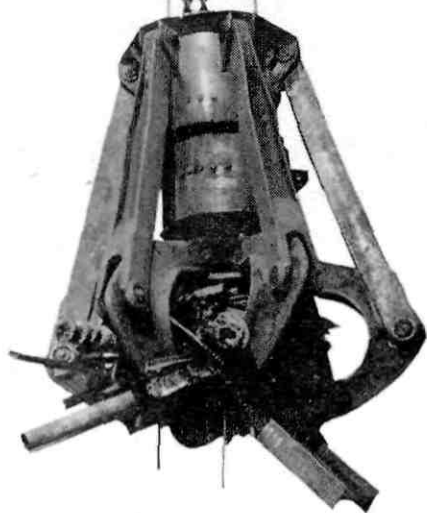
Teamsters gain 300,000 new members

 BROTHER DAVE BECK, President of the ITF-affiliated International Brotherhood of Teamsters, has recently reported an increase in membership of 300,000 during the last two years. He told the mid-Winter meeting of the Teamsters' executive board that the union's assets went up more than \$3 million last year to a total of \$34,627,000. Included in the assets is a \$3½ million expenditure on a new headquarters building which was opened in Washington last month.

Brother Beck told the board that he believed union funds should be used extensively in organizing activities and other measures which would aid its membership. Plans are now being made to establish a national legislative division in Washington, and expand expenditure on publicity.

To the

port workers of the North Sea



The idea of uniting those who work and live in the ports spaced along the continental seafloor of the North Sea and English Channel - to recall a slogan of the early 1920's: 'from Cuxhaven to Dunkirk' - has stirred the imagination of dockers for generations.

Vision come true

Obstacles of one kind or another have always prevented the realization of this dream. In February this year, at a meeting held in the port of Amsterdam, at the heart of the region, dockers' representatives from the four countries

concerned - Belgium, Holland, Northern France and Western Germany - made a determined start with translating the idea into reality.

Under the auspices of the ITF

The meeting was held at the initiative of the International Transport Workers'

Federation. The ITF, which today has a membership of well over six millions in all the countries of the free world, and has always devoted special attention to the social problems of the port industry, sees in the sponsoring of regional activity a valuable way of furthering international work.

In three days of discussions in Amsterdam the foundations were laid of the regional dockers' community. The essential thought behind it is that by a regional approach to the social problem of the dock industry much greater results can be obtained than by isolated and haphazard action.

Economic rivalry a brake on social progress

As long as the national groups are isolated, social progress in each country is blocked because of the economic advantage it represents to the others. Regional community of action is the way out of the dilemma.

Regional programme of action

The first need of the new community was a joint programme of action for the region. The Amsterdam conference constructed one around these basic points:

- 1) Forty-hour week for all dockers.
- 2) Regularity of employment for all dockers.
- 3) Principle of co-management in the dock industry.
- 4) Regional integration of the port industry.

Forty-hour week

This is the first and foremost demand on which the regional action of the dockers' community will be concentrated in the months ahead. Let us therefore enlarge on it a little. The forty-hour working week is now the declared goal of all sections of the trade union movement which have not yet won it. The case for it is as strong for the arduous job of the docker as for any. With the help of the membership the trade unions intend to give it the highest priority.

Realistic proposition

The time is past for presenting trade union demands without first reflecting how they are to be realized. Dockers know





that the forty hours are possible if they can be reconciled with the needs of port traffic. This is how the Amsterdam programme sees the detailed application of the forty-hour week:

Fortnightly average

Working hours must be averaged over a fortnight. This flexibility is especially important in the port industry, owing to the fluctuations of port traffic and the consequent variations in the demand for manpower.

Normal working day

The bulk of port traffic can be handled during a normal working day of not more than eight or seven hours, according to local preference, situated between eight a.m. and five p.m.

Long week-end

Most of the work can also be finished before one p.m. on Saturday, to satisfy what has become almost a recognized

institution for nonutility workers: the long week-end.

A certain latitude must be allowed, however, for handling an inevitable small residue of work at week-ends. Therefore the programme proposes a limited number of week-end gangs, on the understanding that:

- a) They are only used for urgent work.
- b) There is a special agreement on the subject between the employers and the unions.
- c) Such work is counted towards the forty hours per week.

Limited shift work

On weekdays too there will remain a certain amount of work which cannot be done during the normal limits. It can be coped with by means of a shift system. The system must, however, be applied not only to meet the requirements of the industry; it must also ensure the men a fair deal. In particular:

- a) Work outside the normal limits (eight a.m. to five p.m.) must be kept to a minimum.
- b) It must be properly compensated, by higher pay or shorter hours.
- c) It must be fairly shared according to local conceptions.
- d) Not less than twelve consecutive hours of rest must intervene between two days of work.

End of overtime

It is calculated that the system described will eliminate practically all overtime. The bulk of work must be done during the normal working day, what remains must be disposed of by shift working.

Overtime would therefore only be necessary in exceptional circumstances. Two hours, for finishing a ship or doing work of an emergency character, is the limit set by the Amsterdam programme.

Programme to be followed up

The Amsterdam programme is not intended to remain a pious expression of hope. It is a programme of work, to be taken up by the trade unions with their employers in the immediate future.

A Working Party was set up in Amsterdam which will keep the realization of the programme under constant review and convene further regional dockers' conferences to register the progress made.

Role of the rank and file

Everything possible will be done by the leadership to ensure that the Amsterdam programme is translated into reality with all speed. But the most essential condition for success is the active interest and participation of the rank and file in the efforts of their leaders.

Unity is strength!

We conclude this manifesto with an urgent appeal to all dockers of the North Sea and Channel ports to play their part in building the regional community and realizing the above immediate programme.

Join your Trade Union! It needs your backing! Enrol your fellow workers! One hundred per cent trade unionism is the target! Close and constant cooperation between leadership and membership is all important!

On behalf of the ITF
O. Becu, General Secretary

London, April 1955



Communism on the Swedish waterfront

AN UNOFFICIAL STRIKE CALLED LAST SPRING BY SWEDISH DOCK WORKERS against the terms of an agreement negotiated by the ITF-affiliated Transport Workers' Union has recently had an interesting sequel before the Swedish Labour Court. The latter, which was established in 1928 and consists of three impartial members plus two each representing the trade unions and the employers, had to decide whether the strike had been called in breach of the Court's Statutes. After due deliberation, it found that the strike was in fact an illegal one and, as it is empowered to do by law, levied fines on both the individual dock workers concerned and their local union branches. In all, the fines totalled 340,000 kr. (£23,460), ranging from 165,000 kr. in Gothenburg – where the strike began – to 1,600 kr. in the small port of Hudiksvall. The individual fines went up to 175 kr. (£12) per docker – again in the port of Gothenburg. Compensation for damage resulting from the strike paid by the Gothenburg branch came to another 175 kr. per docker.

Because they have wider application than the events which originally provoked them, we give below in translation some editorial comments on the strike which appeared in our contemporary *Transportarbetaren*, published by the Swedish Transport Workers' Union. Its Editor, Brother Wrenby, writes:

It was, of course, clear to everyone that the Court's decision would go against the unofficial dock strikers. The law is so framed that it left very little room for doubt on this point. On the other hand, there was some conjecture as to whether the Court would impose maximum fines or modify them according to the circumstances.

In the event, it took the latter course. Nevertheless, the verdict leaves one with a certain feeling of discomfort. Not so much because a law which had been approved by the trade unions has had to be applied, but because so many otherwise decent, law-abiding workers allowed themselves, without thinking, to be dragged into these pointless strike actions. The idea was, of course, pri-

marily to show solidarity with those of their colleagues who started the strike without caring about the consequences. This as an explanation and not as an excuse.

Responsibility falls most heavily on the port workers of Gothenburg, who have now begun an unofficial strike on

two occasions. It is understandable if their colleagues in other ports feel bitterness towards them. The total amount levied in fines comes to several hundred thousand crowns, and our port workers are not so well-off that they can treat that lightly. In future, it would be useful if certain people would remember that in our country we possess labour legislation which has been drawn up with the approval of the trade unions. If the workers of Gothenburg do not want to abide by it, then, as the Transport Workers' Union has clearly pointed out, they should place themselves outside the democratic trade union movement.

Of course, the Communists are now shouting their heads off about 'class verdicts' and 'class justice'. That is to be expected, for these people are in favour of anything which creates unrest on the labour front. The Conservatives say

Gothenburg is Sweden's premier port and its second-largest city. Communist influence is strong among sections of its dock workers, who have touched off unofficial strikes on two recent occasions



that they do so out of sheer evil, but the explanation is not as simple as that. We know a number of Communists who have no more evil in them than the average country storekeeper who gives his vote to the People's Party (*liberal party which derives its main support from the middle class.* - Ed.).

But, just as one finds religious fanatics, so one also finds the political variety. Such people are completely untouched by factual arguments. For them, the Soviet Union takes the place of Heaven. They believe that the majority of people in our country would be happier if the Soviet system were introduced here as well. But, at the same time, they are shrewd enough to realize that under a free and democratic electoral system the Swedish people will never vote for Communist dictatorship. However, they reason that if they can create chaos and unrest in the country's economy, they might have an opportunity of seizing power and, with outside help, even of maintaining it.

This reasoning on their part is just as

logical and 'realistic' as one can expect from a policy of opportunism. It is nothing to raise one's eyebrows at. Events elsewhere in the world have shown that the most unlikely things can happen in this particular political field.

The Communist attempts to create distrust of our labour legislation and the Labour Court, like their support for the unofficial strikes, is nothing more than a link in a consistent policy aimed at creating unrest . . .

They have no difficulty in finding support among easily-swayed groups of workers, amongst whom they have previously sown the seeds of distrust of the responsible trade unions. If an agreement happens not to give everything that was expected, then their job is made all the easier. Incidentally, there can hardly have been any agreement signed in this country which the Communists have admitted to be a good one.

They can even fall back on the old revolutionary vocabulary of the pre-1918 period. Communist propaganda is nothing if not conservative. It talks

about 'class verdicts' and 'class laws', for all the world as if nothing at all had happened in this country since we of the Labour Movement first began to exert a decisive influence on its government. Swedish society of today is completely different from that which existed, for instance, at the time of the Great Strike (*the Swedish general strike of 1909.* - Ed.). Nevertheless, the Communists go on merrily churning out exactly the same slogans as the Labour Movement used then.

Unfortunately, there are still workers who fall for this line. We are dealing here with a conservatism of mental equipment which blinds those afflicted with it to the real situation. We now have possibilities of furthering workers' demands without recourse to unofficial strikes, for we have built up legally-established negotiating machinery - something we did not have at a time when even the workers' right to organize was not recognized. It is this machinery which is now characterized as 'class legislation' by the Communists.

New version of 'in the red'?



A SPEECH made by the Soviet Minister for the Merchant Marine and quoted in the Soviet review *Vodnyi Flot* seems to be indicative of the current problems of the Soviet shipping industry.

The Minister vigorously criticized the working methods of various unspecified shipping companies, underlining the long delays during repair work, misuse of materials, and the length of time spent in port by Soviet ships compared with those of the capitalist countries. In 1953, for instance, the average period of immobilization per vessel had been 113 days, while Soviet ships had spent only forty per cent of their time actually at sea, the rest being lost in port.

Following an unsuccessful attempt to remedy the situation by amalgamating the two responsible ministries - an attempt which had resulted in increased bureaucracy and not in a more rational use of the fleet - a return had had to be made, without improvement, to the old system.

Finally, however, the Minister had had a brainwave. He had decided that the only cure for the present bad utilization of the fleet was more intensive indoctrination of all Soviet merchant

navy personnel, from whom evidence of a true 'Communist' spirit would be demanded! Presumably he intends to cut his losses in shipping and try to recoup on the sale of Marxist text-books.

Too many drawing a pension?



THREE out of every five Austrian railway workers are drawing a pension. There are at present employed on the Austrian railways some 60,000 persons entitled to retire on pension compared with 88,901 actually drawing a pension in 1954.

These figures were quoted during the course of a recent review of railwaymen's pensions given by Richard Freund, President of the Austrian Railwaymen's Union (affiliated with the IFF).

The present figure of nearly 90,000 shows a marked increase over the number of railway staff drawing a pension in 1924 which was 52,252. For the pension scheme to be on a financially sound basis, it was contended, the ratio of those actively employed to those on pension should be four to three, and not, as at present, four to six.

Other figures quoted show that among those at present drawing railway employees' pensions there are sixty-seven

men and 160 women over ninety years of age; 2,777 men and 2,955 women between eighty and ninety; and 4,900 men and 5,362 women between the ages of seventy-five and eighty.

Accident problem in Sweden's merchant marine



IN A RECENT ISSUE, *Sjömannen*, published by the Swedish Seamen's Union, had some strong words to say about the frequency of accidents involving seafarers on board Swedish ships. Latest figures issued (for 1953) showed that the total number of accidents was 2,020. While this was actually a decrease of 7.6 per cent on the 1952 total, the number of fatal accidents continues to show an alarming upward trend, having increased by twenty-five per cent from eighty-four in 1952 to 104 in 1953.

In an editorial, *Sjömannen*, says that it is high time some concerted effort was made to combat the accident problem in the shipping industry. Pointing to the far-reaching measures taken in this field in shore industries, the Editor writes that no safety organization whatsoever at present exists in shipping and calls upon the seafarers to demand that something be done about it.

The British railway crisis

by J. S. Campbell, *General Secretary, National Union of Railwaymen*



TWICE WITHIN JUST OVER A YEAR, Britain escaped by the narrowest of margins the national disaster of a railway strike. That railwaymen, with a record of thirty-five years without a national strike (save for the General Strike of 1926) should display such determination is an indication of their intense dissatisfaction born of long years of low wages.

In July, 1953, the three railway trade unions jointly decided to submit an application for a fifteen percent increase which aimed no higher than maintaining the value of the 1947 level of wages, which had been depleted by the rise in the cost of living and compared unfavourably with those paid in other industries.

Vigorous opposition by employers

The National Union of Railwaymen with 370,000 members in all grades, the Associated Society of Locomotive Engineers and Firemen with some 67,000 footplate men, and the Transport Salaried Staffs' Association representing 91,000 clerical and administrative staff realized that they would meet with strong opposition. Wage demands in all industries were being met with vigorous and determined opposition by employers who used both economic and political arguments to defeat the unions.

The railways were no exception. They strongly resisted the claim from the start. Their strongest argument was that they could not afford to pay better wages as they were, in fact, running at a heavy loss. This was a difficult argument to counter. Parliament had placed an obligation upon the British Transport Commission (BTC) to ensure that the railways paid their way, 'taking one year with another'.



But clearly that statutory obligation could not be allowed to stand in the way of a living wage for railwaymen who were faced with a constantly-rising cost of living.

There was plenty of public sympathy with the railwaymen in their struggle for higher pay but nobody seemed prepared to do anything about it.

The claim was promptly rejected in direct negotiations with the British Transport Commission and was referred to an independent Tribunal which awarded in December, 1953, an utterly inadequate flat rate increase of 4s. a week.

Background of financial restriction

This was immediately refused by the three unions. The NUR stood by a decision to strike until an undertaking was given that all grades would receive a six percent increase. There was also a separate undertaking to review the whole wage structure which was badly in need of revision.

At an early stage in the negotiations,

it was evident that the BTC's conception of a new wage structure was far removed from that of the NUR. Again it was a question of finance. The Commission went so far as to express the wish that they could pay better wages, but they maintained that their financial position made it absolutely impossible.

Against this background of financial restriction, the hopes for a wage structure worthy of the industry receded. Instead of an imaginative approach to the problem of replacing a structure long since hopelessly out of date, it became a matter of exhaustive and exhausting discussion to obtain an extra shilling or two.

No solid progress could be made in the face of repeated protestations by the Commission that they had already exceeded the limit of their financial resources. They were adamant that they could not afford another penny. It seemed pretty obvious at the time that until something could be done about the Commission's financial obligations,

nothing more could be obtained by negotiation. The NUR Executive Committee therefore reluctantly concluded a settlement in October, 1954.

A grave situation

Meanwhile, the prolonged negotiations had increased the hopes of the membership that some new, worthwhile wage structure was being formulated. When the terms of settlement became known, with the very small increases extracted from the Commission, there was a spontaneous and widespread revolt. The situation was grave. There was a danger of unofficial stoppages breaking out all over the country. So intense was the feeling that the Executive Committee felt that the only honest and practical course was to inform the Commission that the settlement had proved entirely unacceptable to the membership and to request the resumption of negotiations. This request was declined.

Within a matter of weeks, fuel was added to the fire. The same Tribunal which, in December 1953 had awarded a meagre 4s. to all grades of railwaymen now announced their decision on a separate application presented by the NUR and the ASLEF in respect of locomotive grades. This award far exceeded the final offer made by the Commission in negotiations.

The Commission, which had been so adamant that they could not afford another penny on the wage bill, now accepted this award at an annual cost of £3 million. It is true they said they did not know where they would find the money, but the fact remained that they undertook to meet the cost of the award.

As there has always been a close link between the rates of signalmen, guards, firemen, and drivers, it was obvious that the rates of these and other grades would need adjustment.

Commission's illogical attitude

Unfortunately, the Commission seemed reluctant to face up to the logical consequences of their acceptance of the award to locomotive grades. Their only proposal was that the NUR should submit a

new claim. This would have meant commencing negotiations all over again in an atmosphere of hopelessness created by the Commission's repeated plea that they could not raise the money.

This proposal was quite inadequate to meet the critical situation which was rapidly developing.

An approach was then made to the Minister of Transport in the hope that he would suggest some way by which the Commission could pay reasonable wages while awaiting the financial benefits expected to accrue from plans for the future, including a scheme for revised freight charges and extensive modernization of the railways.

This approach was unsuccessful and my Executive Committee concluded that the only hope of obtaining justice for the membership was to call upon them to withdraw their labour.

The effect was immediate and dramatic. The Minister of Labour set up a Court of Inquiry to investigate the causes of the dispute and to report.

My Executive Committee welcomed the invitation to the NUR to appear before the Court. They were convinced

that the railwaymen had such a strong case that it would stand the closest examination. That confidence was proved to be fully justified.

The members of the Court of Inquiry were Sir John Cameron, Dean of the Faculty of Advocates, Sir Colin Anderson, a vice-president of the British Employers' Confederation, and Mr. Harry Douglass, General Secretary of the Iron and Steel Trades Confederation and a member of the TUC General Council.

Solution had to be found

The essence of the case which I presented on behalf of the NUR was that the great benefits of cheap transport for industry and reasonable fares for the public should not for ever be enjoyed at the expense of low wages for railwaymen. The Commission's fear of the financial consequences of meeting the NUR's wage claim was understandable but the issue could not remain unresolved for ever. Some way would have to be found of enabling the Commission to pay the better wages they had expressed the wish to pay.

In words that made their meaning



Brothers J. S. Campbell and J. W. Stafford, General Secretary and President respectively of the NUR, arriving at the Law Courts to give evidence before the Court of Enquiry into the British railway wages dispute (Photo: Keystone Press)



After long years of low wages, British railwaymen have now succeeded in establishing the important principle that cheap transport should not be enjoyed by the community at the expense of the men who are responsible for operating it (BR photo)

crystal clear, the Court declared in an interim report:

'Having willed the end, the nation must will the means. This implies that railwaymen employees of such a national service should receive a fair and adequate wage, and that, in broad terms, the railwayman should be in no worse position than his colleague in a comparable industry.'

The Government's acceptance of the Report and the BTC's subsequent acceptance 'in the spirit and the letter' meant that, at long last, the NUR had succeeded in removing the main obstacle to fair and adequate wages. No longer could the Commission plead that they were unable to pay better wages be-

cause of their financial constitution.

Negotiations were at once resumed in an entirely different atmosphere and the claim for fifteen per cent for all grades was virtually conceded in full.

It is no over-statement to say that this achievement by the NUR will rank as one of the greatest victories ever won by railwaymen. It was made possible because the NUR Executive Committee and the rank-and-file membership were united and resolute in their determination.


Friends have acclaimed it as 'a spectacular victory'. Enemies have condemned the Government for 'giving in to the NUR'. Its effect will be felt in other nationalized industries, for a vital prin-

ciple has been established - fair wages are a first charge on the industry.

One conclusion is evident. The bargaining power of a trade union still depends on the respect it commands. That respect, in turn, depends on the extent to which the workers in an industry are organized and are loyal to their leaders. Although it should be used only as a last resort, the strike weapon is still the very foundation of trade union power.

The coming years will bring many changes on British railways. No one can foresee the full effects of vast schemes of modernization and re-equipment. But the NUR can face the future with confidence; its members have provided abundant evidence of their loyalty to their union.

'Journey logs' for Swedish long-distance lorries

 FROM 1 JULY NEXT, all heavy lorries engaged in Swedish long-distance road haulage will be required to have as part of their normal equipment a so-called 'journey log' (färdskrivare) or driving indicator, which will automatically register the vehicle's speed, the duration of its stops, when and how far the vehicle has been driven, etc.

The decision to make the introduction of the new device compulsory has been taken by the State Motor Traffic Committee and details of the types of vehicles to which it will apply are now being worked out. Main reason for the Committee's action is that the 'journey log' will make it possible to keep a proper check on the implementation of working hour legislation in Swedish road haulage.

An official of the Committee has pointed out that fatigue resulting from long hours at the wheel has been proved to be the cause of many accidents and it is hoped that the number of such accidents will be appreciably reduced once the new indicator is standard equipment on heavy lorries.

Readers of the ITF Journal will perhaps recall that in our January 1954 issue, Brother Svensson of the Swedish Transport Workers' Union, writing on the results of an investigation into lorry drivers' hours of work carried out by his organization, stated that the introduction of the journey log in Sweden might be the only way of preventing the exploitation of road haulage workers.



An American fishing industry

FEW PEOPLE IN EUROPE REALIZE that, in its Atlantic fisheries based on the New England coast, the United States possesses an industry which can look back on a history spanning almost three centuries. Of the five main fishing ports strung along the coast above New York, two – Boston and Gloucester – were already supplying the world with codfish in the 1660's, whilst a third, New Bedford, was the headquarters of a fleet of whalers during the 18th and 19th centuries. Today, fishermen still work out of these three ports, as well as from Rockland and Portland, whilst the New England industry as a whole is responsible for supplying some eighty per cent of all domestically produced fresh and frozen packaged fish in the United States.

Something of the problems and hopes of this comparatively little-known fishing industry and the men who work in it is told in a new volume recently added by the Harvard University Press to its excellent series of Wertheim Fellowship Publications – a series which has already supplied us with first-class studies of industrial relations in the three Scandinavian countries. Professor Donald J. White's book 'The New England Fishing Industry' (\$4.00) is a worthy addition to it and is that rare thing – a study of an industry which gives proper attention to its labour problems and conflicts. As such, it can be read with profit by all who are in any way interested in working conditions in the fishing industry.

The modern New England fishing industry is concerned with some 260,000 square miles of what Professor White calls 'the world's better fishing territory', and gives employment to approximately 4,000 fishermen, many of whom are descendants of fishermen-immigrants from other countries. Some eighty species of edible fish and shellfish inhabit the shallow waters within three days' sailing distance of the principal ports and eight or nine, of which haddock, redfish, flounder, cod, whiting, pollock and hake are the most important, make up the bulk of the ports' catch. Both purse seining and otter trawling are practised, the latter method having begun to replace hand-and-line fishing as late as the early 20th century.

The fishermen of New England have

Operating the winch that lifts the fish net aboard a fishing vessel out of the port of Gloucester. Photo by Charles Phelps Cushing and US Information Service

a tradition of solid union organization which goes back some forty years. The first practical attempt at establishing a permanent association to defend their interests was made in 1915, when the Fishermen's Union of the Atlantic was formed. During the war years and those immediately following the Armistice, this union became a powerful force in the industry and by 1920 represented nearly all fishermen aboard the larger vessels based on Gloucester and Boston.

It was in 1920 too that it won its best wage settlement, providing for \$130 per month plus four dollars per thousand pounds landed in winter and three dollars per thousand pounds in summer. Only three years earlier, the monthly rate had stood at \$35 plus five dollars per thousand dollars realized by the catch.

However, 1920 proved to be the peak year for the Fishermen's Union. By the end of 1921, writes Professor White, relentless industry opposition and a disastrous six-month strike against attempted wage cuts had nearly crippled the union. Although it continued to exist for more than a decade and even called two further strikes in 1933 and 1934 it was only a shadow of its former strength and the failure of these two stoppages led to its final disintegration.

The present union, known as the Atlantic Fishermen's Union, owes its exist-





Lorenzo Scola, a New England fisherman, looks over the side for a school of mackerel. Mackerel schools are known to cover as much as ten square miles, to contain as many as one million barrels of fish (US Information Service photo)

ence to organizational efforts between the years 1935 and 1937. Originally a CIO union, it is now affiliated with the AFL through the ITF-affiliated Seafarers' International Union, from which it accepted a charter in 1941. From an initial figure of 800 it has increased its membership to about 4,000, more than three-quarters of which is accounted for by the three ports of Gloucester, Boston, and New Bedford. The remainder come from Portland, Rockland and New York.

Heading the union is Captain Patrick McHugh, who has been Secretary-Treasurer since its inception. Brother McHugh is characterized by the author of *The New England Fishing Industry* as 'a fighting personality (who) has over the years held the respect and admiration of the men. In the tough battles to secure effective organization, (he) stood up foursquare to the owners, particularly the Boston dealer-vessel owners. Indeed, he has never flinched in the face of employer pressure, and the men know it'. Like many of his union's members, Brother McHugh originally came to the United States from another country with a large fishing population, in his case Newfoundland.

Much of the conflict between labour and the employers in the New England fishing industry centres around the method of compensation which has been adopted. As in many other countries which have sizeable fisheries, the remuneration received by Atlantic coast fishermen is directly influenced by the size of the catch. However, in New England the share system is much more radical in form than in most European deep-sea fishing industries, where a combination of basic wage and a share in the catch proceeds is the general rule. In fact, as the *SIU's Seafarers' Log* has remarked succinctly in a feature on the Atlantic Fishermen's Union: 'Fishermen don't work for wages; they share in the net profits of the catch'.

The system which has been in existence since 1928*) is known as the 'profit-sharing lay.' Under it, writes Professor White, certain trip expenses are deducted from the gross value of the vessel's catch, called the 'gross stock'. These charges are 'above-the-line expenses'. The remainder, called the 'net stock', is divided between the vessel owner

*) Before that year, a small monthly wage, plus share, was paid.

and the crew in stipulated percentages. The principal running expenses of the trip, called 'below-the-line expenses', are deducted from the crew's gross share and the remainder is split evenly among all members of the crew, including the captain. The latter receives, in addition, a percentage of the owner's share. The specialists aboard, such as chief engineer, mate, and cook receive a bonus in addition to a full share in the catch. These payments are known as 'pers' and are usually deducted from the gross stock.

Labour conflicts over the operation of the lay system have been particularly bitter in the port of Boston, mainly because the majority of vessel owners there are also dealers and themselves buy a considerable proportion of the fish landed. Professor White shows that the three contracts negotiated in the port between 1939 and 1946 were signed only after aggregate losses in fishing time of more than thirteen months. A dispute spread over the latter part of 1945 and the first half of 1946, for instance, led to a tie-up of the Boston fleet which lasted for as long as six months. This particular dispute, which ended in a complete victory for the Atlantic Fishermen's Union, was concerned exclusively with the lay arrangement; the union demanding and eventually winning a division of the net stock which gave crew members sixty per cent.

A further cause of conflict in Boston concerns the actual sale of fish on the New England Fish Exchange. What Professor White describes as a 'singular feature of the Exchange rules' is the 'sellover' - a provision that there may be a resale, as second or third quality, of any fish which do not qualify as first quality when they are removed from a fishing vessel after the original sale. Unfortunately, as Professor White points out, the rules of the Exchange do not furnish any objective standards for distinguishing first from second quality fish. All that they say is that 'No. 1 fish must be bought as number 1 fish. No. 2 fish must be bought as number two'. Both grades are allowed to be sold as

fresh fish, as distinct from third-quality fish, which is not so saleable. A significant feature of the actual operation of the system is that although during the last ten years dealers have often insisted that fish were 'No. 2', they have rarely asked for fish to be classified as third quality.

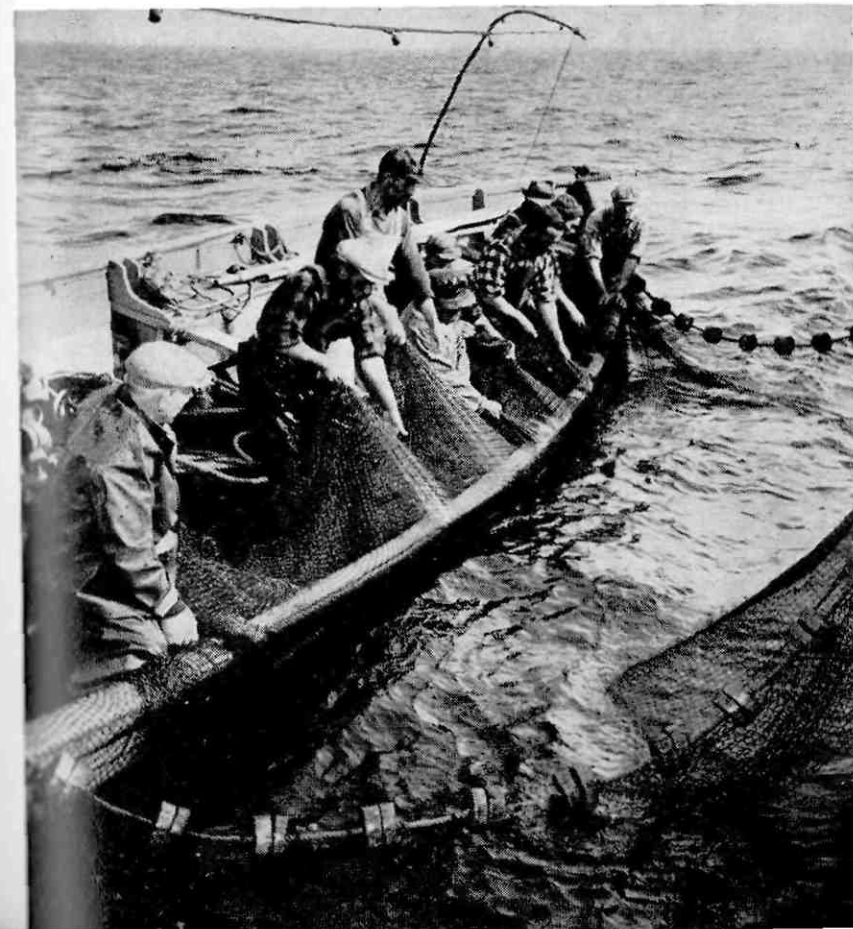
Professor White points out that the sellover nearly always reduces fish prices and that, since fishermen's incomes are directly linked to those prices as a result of the operation of the lay, the Atlantic Fishermen's Union has fought the sellover system bitterly. Since, as has already been mentioned, many of the port's trawlers are owned by dealers, the clash has been carried over into the field of collective bargaining.

In the two other major ports - Gloucester and New Bedford - industrial relations have, on the whole, been considerably smoother than in Boston. There has been a minimum of conflict over the profit-sharing lay (Professor White writes that the lay arrangements are substantially the same as in pre-union days) whilst the operation of selling rooms by the Atlantic Fishermen's Union in both ports has helped to eliminate disputes over prices. In addition, the majority of vessel owners are not dealers as well and this has ensured that such differences over prices as have arisen have been separated from the collective


bargaining process. Most of the trouble in the two ports has in fact concerned weighing methods and weight allowances (the latter being the determination of the proper percentage to be deducted for ice and trash in fixing the final value of a fish cargo). Attempts by some New Bedford dealers to make use of a variation of the Boston sellover system have been met by the union, which has introduced a sale contract signed by both captain and dealer in the selling room.

In his two final chapters Professor White turns from his description of existing conditions to an analysis of the New England fishing industry's problems and a discussion of possible ways in which these could be solved. Although it is difficult (and certainly presumptuous) for those of us who are unfamiliar with the industry to pass any opinion on his suggested improvements, the reader of these chapters cannot fail to be struck by the pivotal rôle which Professor White assigns to the Atlantic Fishermen's Union and his obvious concern for the welfare of the men upon whom the future of New England industry so much depends.

The end of the chase. Members of a mackerel boat crew pull in their nets and raise the slippery catch so that the dip net can transfer it to a larger vessel




Report on British trawling industry

 ACCORDING TO FIGURES given in the annual report of the Distant Water Section (Hull, Grimsby and Fleetwood) of the British Fishing Industry some British trawler skippers were earning as much as £6,500 last year, whilst average earnings were over £4,000. Deck-hands, on the average, made more than £20. The report adds that these earnings were for work which was both 'difficult and dangerous'.

Last year saw the worst fishing weather in decades and three vessels of the Distant Water Fleet were lost, with thirty-eight lives.

Fish caught by distant-water trawlers provided a total of 865 million lb. for home consumption. The fish was brought home by a fleet of 273 ships and the amount landed was an increase of 7,098,360 lb. on the figure for 1953. It realized a total of £19,033,821.

Atomic merchant ships within 10 years?

 A MEMBER OF THE UNITED STATES FEDERAL MARITIME BOARD, Mr. G. J. Minetti, is reported to have predicted that there will be atomic-powered vessels in service with the United States merchant fleet within ten years, and possibly several years earlier.

Reporting that the tests of the United States-built *Nautilus*, the first atomic-powered submarine in the world, have been outstanding, he said that the Maritime Board felt that one of the main contributions it could make to the welfare of the United States merchant marine was in the field of research into advanced forms of propulsion.

Mr. Minetti named as other important contributions research on cargo-handling machinery with the object of reducing turn-round time, and research aimed at increasing the earning ability of vessels.

Shipping circles in New York consider that the comments by Mr. Minetti are a clear indication that the Maritime Board is actively considering the possibility of building atomic-driven vessels.

A Norwegian nuclear scientist has recently stated that only special types of ships would have atomic propulsion within twenty years. These were ships in constant use over great distances, or at high speeds. A big tanker would be one type of these atomic-powered ships.

Interior of the present rehabilitation workshop. Conveniently sited near the main factory entrance, it should eventually be able to accommodate up to fifty persons. It is decorated in light colours and particular care has been taken to ensure that it is well lighted and ventilated



Rehabilitation workshop for British railwaymen

IN RECENT YEARS the medical profession, and orthopaedic surgeons in particular, have placed increasing emphasis upon the importance of rehabilitation. This has been reflected in Great Britain in the hospital rehabilitation centres and in Government schemes such as Industrial Rehabilitation Units and the Remploy Factories.

It had been recognized for some time that, in railway workshops such as those at Swindon (some 75 miles west of London), a special problem was presented by the injured workman. The construction and repair of railway engines and rolling stock is heavy work and not only are the basic jobs, such as fitting and assembly, of a heavy nature but the machine tools and plant employed are generally of a size and capacity greater than the average.

Although figures are not available it would seem that the period of absence following injury or illness tends to be longer in the case of men from this heavy industry than from those engaged in light production factories. In the first place, as the work is heavy, a man will have to wait until his recovery is more

nearly complete, and secondly, light work is scarce in such workshops, and where available it may already be used to sustain in employment those who by reason of injury, illness or advancing years have some permanent partial incapacity. It was therefore felt that in the large railway works at Swindon there was a special need for a rehabilitation workshop. This need has been filled by the construction of a rehabilitation workshop on a site near the factory.

The British Railways (Western Region) Rehabilitation Workshop, to give it its full title, aims at providing *productive* work for convalescent patients, and an occupation which is of therapeutic value, by adapting machinery to provide a form of carefully graduated work to a selected group of muscles, or to give the opportunity for creating

increasing ranges of movement in one or more joints.

The present workshop, erected on a site near the main factory, should eventually be able to accommodate up to fifty persons if necessary, but it is proposed to build up towards this gradually in the light of experience with a smaller number. The number at present employed is ten.

The workshop is visited daily by the Medical Officer responsible for the medical organization, and the work of the cases employed is considered by him with the assistance of the Workshop Foreman who is responsible to the Carriage and Wagon Works Manager for the day-to-day running of the shop, machine maintenance, development and discipline. A record is kept of the types of work undertaken by each patient, and an endeavour is made to provide several kinds of occupation during a working period so as to prevent boredom and fatigue. The great majority of men

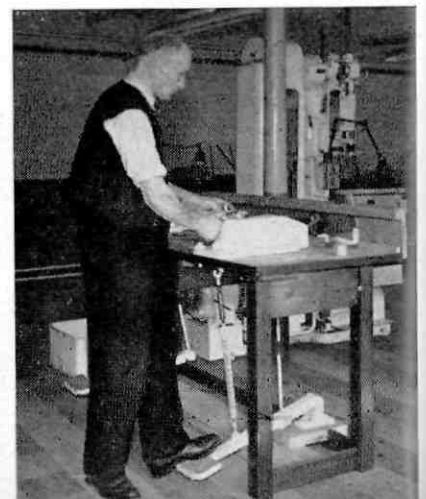
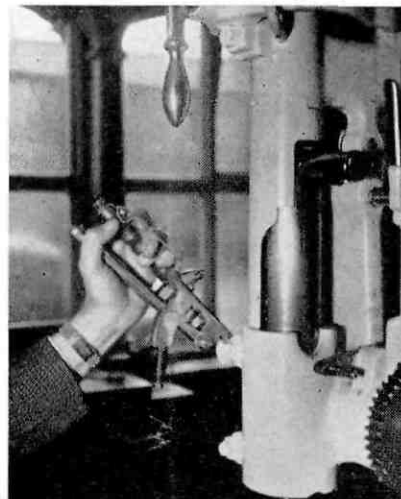
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Left:

Simple machine tools have been installed and the normal operating levers have been replaced by others specially adapted to exercise various muscles and joints

Right:

With the object of providing the greatest possible variety of work, certain types of light bench work, such as filing and the assembly of small components, are also available in the workshop



Four nations break down the barriers

by Poul Trier Pedersen (drawings by Anton Hansen)



As the result of an agreement which became effective in July of last year, four of the five Northern countries – Denmark, Finland, Norway, and Sweden – have established a common labour market which makes it possible for Scandinavian workers to move about from one country to another unhampered by passports, labour permits, and similar red tape. How this return to the pre-1914 world came about is told in this article from the Danish Foreign Office Journal:

In this way many Scandinavian artisans gleaned experience. A fair number stayed abroad and made for themselves a home and a future there; but the great majority returned to their homeland, all the wiser and better for what they had seen.

The outbreak of war in 1914 put a stop to this artisans' International. The frontiers were sealed and Scandinavians became stay-at-homes. And by the time the guns had been stilled, the countries of Europe had grown self-sufficient. Restrictions and unemployment made the whole idea of getting a job abroad illusory.

Another great war drew its mailed fist over Europe – from Narvik to Sicily and from Stalingrad to Brest – leaving

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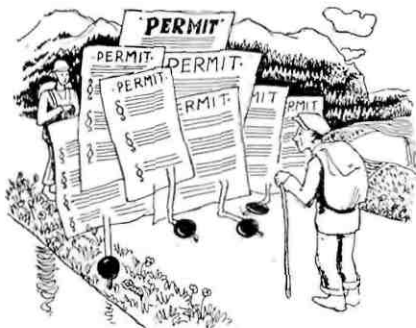
working in the shop are suffering from fractures or orthopaedic conditions, and they have been referred to the Medical Officer in charge by the Swindon Accident Surgeon with whom close liaison is maintained. It has been decided to place a time limit of eight weeks on patients in the workshops, although certain exceptions to this rule will be made. Chronic cases which are unlikely to improve are not admitted because of the possibility of adversely affecting the morale of those for whom the whole object of their course in the workshops is the recovery of full function in the shortest possible time. Those men who require physiotherapy while undergoing rehabilitation are referred to the Specialist in Physical Medicine, whose treatment centre is fortunately within 200 yards of the workshop.

Apart from accident cases it is hoped

DANISH ARTISANS OF THE OLDER GENERATION are fond of recalling how much easier things were 'in the good old days' – to be more exact, before the First World War. When a man had served his apprenticeship and passed his test – when, in short, he was a fully fledged craftsman – then was the time to see something of the world. It was a case of starting out while you were young and adventurous and before family responsibilities in the shape of wife and children arrived to prevent you.

The whole world lay open before you. You could go east to Sweden, north to Norway, or south (which was much more 'foreign' and so more attractive) to Germany, France, Switzerland, and Austria. True, you had not much initial capital and your whole luggage could be packed into the knapsack on your back. But you had your legs to carry you and you had learnt how to use your hands. A meal and a night's lodging could always be earned somewhere...

behind a world of paper and bureaucracy. A wall of trade monopolies, visas, residence permits, and work permits



was erected which confined artisans and other workers to their homes in earnest.

to provide for those who require 'toning up' after operation or long illness and with this end in view all the general practitioners in the area have been invited to refer such patients who are railway employees for rehabilitation work.

While working in the Rehabilitation Workshop men are paid at the basic rate applying to their normal work. It is appreciated that this will not be as much as their normal earnings where piecework is concerned. Admission is entirely voluntary. Men in this workshop begin work ten minutes later and finish work ten minutes earlier than the normal factory hours to enable them to avoid the usual rush in the approaches to the Works.

Since the scheme started a number of cases have passed through the workshop. Great interest has been shown in the scheme, and help and encouragement have been received from all quarters.

More efficient use of manpower

In the Northern countries, however, it has once more become possible to satisfy the desire to go abroad and work – not only for artisans but for general and salaried workers as well (though not for persons running their own businesses). Under an agreement signed and ratified by their governments, Denmark, Finland, Norway, and Sweden now form a single labour market.

The agreement became effective on July 2, 1954; and under its terms a national of one of the four countries who wishes to work in another no longer requires a permit. As from the same date, he does not even need a passport



Tackling the red-tape monster

to enter another Northern country, or a residence permit to live there.

In fact, it is now as easy as it was 'in the good old days'.

It should be said that the desire to facilitate travel was not the only motive which inspired the statesmen who made this agreement. They also had certain other objective in mind – objectives none the less worthy because they are economic. They reasoned that one big labour market had a better chance of employ-

ing its manpower efficiently than four small ones.

This motive is indicated in the agreement: 'The governments of Denmark, Finland, Norway and Sweden... are of the opinion that the facilitating of free mobility of manpower between the



Northern countries will benefit the economic and social development of these countries.'

In other words, it is desired to attack at the same time both unemployment and shortage of labour.

But to achieve this object something more is required than opening the fron-



tiers. Full information about employment conditions in all the Northern countries will have to be readily available at any time. A Danish forestry worker who happens to lose his job will not know as a matter of course whether there is work to be had in Swedish forests. So there must be some place where he can apply for information on these matters.

Consequently, the agreement calls for cooperation between the central labour-exchange authorities, so that persons who apply to their local offices can be told of vacancies in the other countries which it covers.'

The idea of close cooperation between the Scandinavian countries is more than 150 years old. In the nineteenth century its principal manifestation was an academic and literary movement called 'Scandinavism'. Mutual understanding between the Northern

countries grew to such proportions that the wars of former times gave way to relations under which the very idea of war between any of them was enough to raise a smile.

But in spite of the steadily growing feeling of solidarity, Scandinavism gave few cash returns in the political and economic sphere. Taken as a whole, it got no further than solemn declarations and fraternal assurances.

Since the end of the last war, however, there has been a decisive change of emphasis. The movement's former academic and slightly unrealistic character has been translated into practical cooperation which sets itself well-defined political and economic aims - *and realizes them.*

The common Northern labour market is one such aim that has now been realized. Another is the introduction of

reciprocal health-insurance arrangements under which nationals of the Northern countries are entitled to free sickness benefits and facilities in any of the four countries in which they happen to be. The next objective is a Northern Customs Union, which would turn the Northern countries into a single economic unit. There has already for a number of years been cooperation in air services through the Scandinavian Airlines System. Discussion no longer centres round the possibility of the Northern countries becoming, in some near or distant future, a single State or federation of States. But, slowly and surely, they are extending their fellowship of interests from field to field.

And then one day all these reforms large and small may become the foundation on which the boldest ideas can be realized.

Asian Transport Workers' Conference in Tokyo



A FURTHER STAGE IN THE DEVELOPMENT of the ITF's regional activities will be reached this month with the holding, in Tokyo, of the Federation's first Asian Transport Workers' Conference. The Conference, which is being held from 4 to 8 April in Tokyo's Metropolitan Assembly Hall, will be attended by transport workers from Hong Kong, India, Indonesia, Japan, the Republic of Korea, Malaya, and Pakistan, together with Asian representatives of the ICFTU acting as observers. Diplomatic observers from a number of Asian and European countries, including Burma, Ceylon, France, Belgium, India, Pakistan, Thailand, and the United States, have also been invited. Main aims of the Conference will be to strengthen the bonds between transport workers' unions in the Asian area, to give them an opportunity of stating their views to fellow trade unionists in other parts of the world, and to consider plans for the eventual establishment of an Asian Regional Secretariat of the ITF.

International Transport Workers' Federation

President : A. DEAKIN

General Secretary : O. BECU

Asst. General Secretary : P. TOFAHRN

7 industrial sections catering for

RAILWAYMEN
ROAD TRANSPORT WORKERS
INLAND WATERWAY WORKERS
DOCKERS
SEAFARERS
FISHERMEN
CIVIL AVIATION STAFF

- Founded in London in 1896
- Reconstituted at Amsterdam in 1919
- Headquarters in London since the outbreak of the Second World War
- 160 affiliated organizations in 54 countries
- Total membership: 6,000,000

The aims of the ITF are

to support national and international action in the struggle against economic exploitation and political oppression and to make international working class solidarity effective;

to cooperate in the establishment of a world order based on the association of all peoples in freedom and equality for the promotion of their welfare by the common use of the world's resources;

to seek universal recognition and enforcement of the right of trade union organization;

to defend and promote, on the international plane, the economic, social and occupational interests of all transport workers;

to represent the transport workers in international agencies performing functions which affect their social, economic and occupational conditions;

to furnish its affiliated organizations with information about the wages and working conditions of transport workers in different parts of the world, legislation affecting them, the development and activities of their trade unions, and other kindred matters.

Affiliated unions in

Argentina (Illegal) ● Australia ● Austria
Belgium ● British Guiana ● Canada
Chile ● Columbia ● Cuba ● Denmark
Ecuador ● Egypt ● Estonia (Exile) ● Finland
France ● Germany ● Great Britain
Greece ● Grenada ● Hong Kong ● Iceland
India ● Israel ● Italy ● Jamaica
Japan ● Kenya ● Lebanon ● Luxembourg
Mexico ● The Netherlands
New Zealand ● Nigeria ● Norway
Nyasaland ● Pakistan ● Poland (Exile)
Republic of Ireland ● Rhodesia
Saar ● St. Lucia ● South Africa
Spain (Illegal Underground Movement)
Surinam ● Sweden ● Switzerland
Syria ● Trieste ● Trinidad ● Tunisia ● Uruguay
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