



Volume XVII • No 3 • March 1957

**3**



## **International Transport Workers' Journal**

*Monthly Publication of the International Transport Workers' Federation*

**International  
Transport Workers'  
Journal**

*Monthly Publication of the ITF*

Head Office: Maritime House, Old Town, Clapham Common,  
London SW4  
Telephone: Macaulay 5501-2  
Telegraphic Address: INTRANSFE

Branch Offices: INDIA - 4 Goa Street, Ballard Estate, Fort,  
Bombay 1

MEXICO - Avenida Nuevo León No. 126, Dpto 7,  
Mexico, D.F.

ASIA - Kokutetsu Rodo Kaikan,  
1, 2 - chome, Marinouchi,  
Chiyoda-Ku, Tokyo

*Forthcoming Meetings:*

3-5 June 1957  
Executive Committee  
(Venue not yet decided)

**Contents**

	page
Mr. Saillant reaches for his blinkers - Mr. Fryer loses his...	41
Harry Lundeberg.....	42
Petrol rationing reduces road casualties.....	42
False economy.....	42
The fishing industry in Japan by J. F. Soares.....	43
US railroads and buses losing to airlines and private cars.....	44
The new dimension of flight....	45
Service at sea - fulltime job or stop-gap? .....	46
Bus boycotts in Spain.....	47
Inflatable raft proves its value...	47
Large deficit on German Federal Railways.....	47
Social welfare on the Swiss Federal Railways.....	48
Swedish shipping doing good business.....	49
The need for a dock labour scheme in Nigeria by A. E. Okon.....	50
North Koreans told to 'overfulfil' transport quotas .....	52
Public road transport in Israel and its difficulties by I. Ritov .....	53
The German Federal Railways Welfare Organization .....	55
Trade unionism in New Zealand	56
Netherlands Road Transport Industrial Committee.....	60
Ten thousand seamen needed...	60
Commission recommends bar on strikes in Colombo port.....	60
Four dry years.....	60

*Our cover-picture:* A German Federal Railways locomotive chugs its way up a steep incline towards Oberstaufen in Bavaria, its steam as white in the cold air as the snow which blankets the lovely wooded countryside. (Photo: German Federal Railways)

## Mr. Saillant reaches for his blinkers - Mr. Fryer loses his



MR. LOUIS SAILLANT IS SECRETARY-GENERAL OF THE WORLD FEDERATION OF TRADE UNIONS, a body which in its public utterances loudly disowns direct allegiance to the Communist Party - a disclaimer which might come within the realms of the credible if the WFTU did not reside in Prague with the overwhelming majority of its 'membership' even farther East of the Iron Curtain. Budapest has for some years been a favourite setting for WFTU meetings and it was no doubt with happy memories of unanimous resolutions, gay festivals of revolutionary songs and rousing denunciation of the capitalists that Mr. Saillant set out for Hungary at the end of last November.

He was, of course, wearing his best physical and mental blinkers. He never travels without them. Even so, blinkers are not blindfolds and limited though his vision was Mr. Saillant could peer far enough to see that the Hungarian Communists had made 'serious mistakes'. That the purblind Mr. Saillant could not see the mutilation, misery and murder which the 'mistakes' entailed is hardly surprising to anyone who knows anything of him or his organization. Like almost all Communists he can find sanctuary from unpleasant facts in Communist terminology. How comforting it is, after all, to lump all anti-Communists, whether Democratic Socialists or Christian Democrats, under the label, 'counter-revolutionary'! What is done to them in the name of Communism then seems no more than they deserved.

It is as well to say 'almost all' Communists think in this sort of narrow rut. Every now and then an odd one here or there discovers a conscience, a feeling for his fellow human-beings which has never quite been suppressed by years of dogged self-indoctrination. For such as these there is always this chink in their armour and it is an event like the rape of Hungary which reveals it. One such Communist was Peter Fryer, a journalist employed by the British 'Daily Worker' and once a specialist in bringing glad tidings from the 'People's Democracies' to cheer the dwindling band of the paper's readers. Hungary was his particular love and that, presumably, was why the 'Worker' chose him to report on what they like to call the 'events'. As it happened their choice was (for them) calamitous.

Fryer was not altogether unprepared. He had been to Hungary as recently as August 1956 and in the momentary 'thaw' which had followed the Krush-

chev revelations he heard for the first time the tale of Rajk's death, of how the alleged 'Titoist' was told that if he confessed he would be 'officially' executed but in fact exiled in comfort to Russia whilst his child would receive a good education; Fryer heard how Rajk was executed, with his wife forced to watch his death, and how Rajk's child was taken from his mother and given to strangers for rearing under another name. Fryer at least knew beforehand that Mr. Saillant's 'mistakes' were 'serious' indeed.

He entered Magyaróvár and met some of the Hungarian people for whom he obviously had genuine affection. Shortly before he arrived a peaceful 5,000-strong demonstration 'including old men and old women, young girls from the aluminium factory, women with their babies in their arms and school-boys' had been mown down by AVH (secret police) machine guns. He was taken to see the victims of this atrocity. What would his paper's bosses have told the crowd at the cemetery? he asks. 'Would they have insulted their grief with warnings about 'counter-revolution', or delivered a little homily about White Terror?... And when they were taken to see the dead, as I then was, how would they have described them? As fascists? Reactionaries? Counter-revolutionaries? I should like to know.'

How, for that matter, would Mr. Saillant have described them? 'The bodies lay in rows; the dried blood was still on the clothing. Some had little bunches of flowers on their breasts. There were girls who could not have been more than sixteen. There was a boy of six or so. Already in a coffin, lightly shrouded, lay the corpse of the eighteen-months-old baby.'

Are these, Mr. Saillant, 'the fascists

and reactionaries' who, you say, 'were not able to regain power'? Mr. Saillant tells us that the 'working class and peasants have preserved all their rights.' What rights did the dead of Magyaróvár have? Who has preserved them?

Did they have the right even to elementary comforts? Mr. Fryer tells how 'the crowds spoke also to me of their lives in this small industrial town, of the long years of grinding poverty, without hope of improvement, of their hatred and fear of the AVH.'

He was told that they got 600 or 700 forints a month (he estimates the purchasing power of the 'wage' at about £12 or £14.) 'Where could the people turn in their poverty? *The trade unions were a farce* - dominated by Party puppets, and existing not to protect and improve the wages and conditions of their members but to 'mobilise' them in the struggle for higher production. *They were no longer an instrument of the working people but an instrument of the State.*' (Our italics.)

These same 'instruments of the State' were affiliated to Mr. Saillant's WFTU. Is there, then, any hope of a little more discrimination in the WFTU's choice of affiliates in future? Hardly. There are so many 'instruments of the State' within the organization that to purge them all would leave little but the French CGT and Italian CGIL and since these two 'trade union' bodies have as their crowning ambition the establishment of French and Italian 'People's Democracies' which in turn would inevitably lead to their transformation into 'instruments of the State' the whole exercise would be pointless. Pointless, that is, unless the WFTU gives up all pretence to trade unionism and has itself adopted as a Kremlin orphan. That, at least, would be facing the facts of life.

Most of the quotations above are taken from Peter Fryer's book 'Hungarian Tragedy' (published at 5s. by Dobson of London), a book which should be read and re-read whenever 'working-class unity' campaigns are under way. For writing the book, Fryer has been expelled from the Communist Party.


Nothing like so honourable a fate will overtake Mr. Saillant. The other

quotations are taken from his article 'Yesterday's memories and today's impressions of Hungary' which appeared in that rag-bag of Communist clichés, the WFTU's 'World Trade Union Movement' (January issue).

'What do you as an English Communist think of our revolution?' Fryer was asked. He told his Hungarian questioner and was asked in turn 'And will you write the truth'. 'Yes,' he said 'I will'.

What a strange answer that must seem to Mr. Saillant! The British 'Daily Worker' thought so too. The truth was never printed.


### **Petrol rationing reduces road casualties**

 ONE OF THE FEW BENEFITS which petrol rationing has brought to Great Britain is a reduction in road accidents. Figures published by the British Ministry of Transport for the month of December 1956 show that the number of fatal road accidents fell by almost a third compared with the same month in 1955.

The number of people killed was 492 (a decrease of 238); 5,019 were seriously injured (as against 3,719) and 15,372 were slightly injured (a decrease of 3,658). There was an overall decrease of 5,196, or one fifth, but against this it should be said that December 1955 was an exceptionally bad month by any standards.

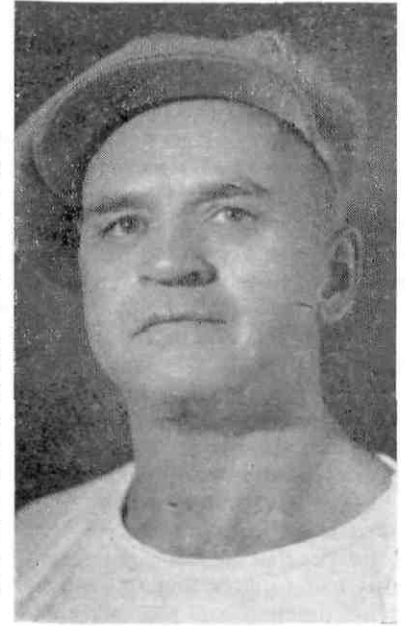
The December figures bring the total number of accidents over the year to 267,960 (almost the same as in 1955). However, the number of child casualties fell by 1,700 in spite of an increase in the child population. Altogether 717 children were killed and 46,292 injured.

### **False economy**

 UNITED STATES MAINTENANCE OF WAY WORKERS are deeply concerned at the practice of US railroads in putting men off during the autumn and winter months and re-engaging them in the late spring and summer. As a result of this policy, the backlog of deferred maintenance work reaches serious proportions. More serious still is the resultant overloading of the unemployment benefit fund and there seems little justification for the carriers' policy of paying out millions of dollars in unemployment benefits when the money could be used to provide year-round employment for the workers and at the

### **Harry Lundeberg †**

IT IS WITH GREAT REGRET THAT THE ITF HAS TO ANNOUNCE THE SUDDEN DEATH OF HARRY LUNDEBERG, President of the Seafarers' International Union of North America (an ITF affiliate) and Secretary-Treasurer of one of the SIU's member-unions, the Sailors' Union of the Pacific. He had been a member of the ITF General Council since the SIU's affiliation in 1942 and was one of the foremost of American labour leaders, becoming President of the AFL-CIO Maritime Trades Department in 1955. He was for many years the United States seamen's spokesman on the ILO Joint Maritime Commission.



He died on January 28 after having been admitted to hospital a few days previously with what was thought to be a mild heart attack. Few people knew he was ill and fewer still how seriously; with the result that his passing came as a great shock. He is survived by his widow and three children.

Harry Lundeberg was born in Norway almost fifty-six years ago. He went to sea at the age of twelve and served in sailing vessels under no fewer than nine flags. The First World War found him sailing out of England in nro-glycerine boats and twice his ships were torpedoed. His first union was the Australian Seamen's Union but in 1923 he transferred to the Sailors' Union of the Pacific and became a Seattle patrolman, for the SUP in 1934. He was elected as President of the Maritime Federation of the Pacific in 1935 and in December the same year he won the ballot for Secretary-Treasurer of the SUP, a post to which he was re-elected in every subsequent year.

In 1938 the AFL Convention granted a charter to the SUP leadership to form the Seafarers' International Union of North America. The Atlantic and Gulf Districts were soon formed (and amalgamated in 1940) and the Great Lakes District was established. In 1949 came the Canadian District to replace the Communist-dominated Canadian Seamen's Union. Harry Lundeberg was also in the van of the struggle against another Communist-controlled union, the old cooks' and stewards' union, which was finally defeated by an SIU affiliate, the Marine Cooks' and Stewards' Union.

A stalwart and outspoken representative of his members' interests and a militant and effective opponent of Communist influence in the maritime industry, Harry Lundeberg will long be remembered.

same time maintain tracks and bridges at the high standards required.

'This willing perpetuation of a policy of false economy on the part of the US railroads,' writes T. C. Carroll, President of the US Brotherhood of Maintenance of Way Employees, 'is difficult to understand. Carriers have repeatedly frowned upon any proposal made by labour organizations that might involve

payment for services not rendered (yet the 49.6 million paid to idle maintenance of way employees for 11½ million days of unemployment (from 1 January 1955 to July 1956) is the most glaring example of 'featherbedding' on record.' President Carroll concludes that, judging by the railroads' reaction to the union's proposals, the carriers are just not interested in the problem.





## The fishing industry in Japan

by J. F. SOARES, Director ITF Asian Office

'SAKE TO SAKANA' – SAKE (RICE WINE) AND FISH: these are words that for centuries have been on the lips of the Japanese people. And naturally so, for Japan is the greatest fish-catching and fish-eating nation in the world. Sake is the national alcoholic beverage and 'tempura' (deep-fried fish) is common-place on the nation's dinner table.

Fishing is one of the mainstays of the Japanese economy as it is of its diet, and any restrictions on its production therefore naturally evoke resentment on the part of Government and people alike, and restrictions are many.

Official statistics show that about 690,000 men and women are engaged in the fishing industry. If fishmongers and others in allied industries are included, then the total would be near 1.7 million, or roughly two per cent of the population. Deep-sea fishing apart, inland fishing provides employment for thousands of others, and sport to millions more. Cormorant fishing, for instance, mainly for 'Ayu', a kind of smelt, is practised chiefly on the River Nagara during the season May to October, providing an interesting spectacle.

The coastal waters of Japan abound in bream, sardine, mackerel, sole and herring, besides many other varieties peculiar to Japanese waters, but it is on whaling, and on salmon, tuna, bonito, lobster and crab catching that the industry is mainly dependent. Employed in deep-sea fishing are more than 50,000 persons, some twenty-five fleets of mother-ships and catchers, and numerous survey and transport vessels.

The fishing industry is centred in Hokkaido where there are many large and well-equipped canneries which export thousands of tons annually of crab, salmon, lobster, tuna and bonito to all parts of the world, but particularly to the United Kingdom and the United States. (Exports of fish were valued at \$80,000,000 in 1953.) The industry also

*A typical Japanese fishing vessel. The activities of the fishing industry have for some time been hampered, first by the Rhee Line and secondly by restrictions in Russian-controlled salmon grounds. For falling foul of these restrictions many fishermen have been arrested and their vessels impounded for lengthy periods*

employs many modern floating canneries and has the largest whaling fleet in the world, its activities covering all oceans and seas. Japanese fishing methods are generally accepted to be the most modern and the most productive – a superiority which some Japanese allege is cause for alarm in certain countries, resulting in restrictions being imposed upon the industry.

Two of such restrictions are those imposed by the Rhee Line, a line which extends sixty miles from the coast of the Republic of Korea, and limitations in salmon catches in waters off Sakhalin and Kamchatka. Many Japanese fishermen, arrested for allegedly infringing the Rhee Line, remain imprisoned in Pusan, Korea, and the vexed question of their release and the overall issue of a fishing treaty are presently engaging the attention of the Government.

Fishing methods are varied, many

and ingenious. The more commonly used are: rod and line for mackerel and squid; long-line for tuna and albacore; purse and seine for herring and sardine; fixed-net for sardine; square lift-net for saury; and dragnet for flatfish and shrimp.

Fishing, in all its aspects, from licensing of boats and men to demarcation of fishing areas, is controlled by the Fisheries Agency, a department of the Ministry of Agriculture and Forestry. The Agency runs eight fisheries research stations, maintains over a hundred vessels (floating laboratories) and works closely with universities, schools and private institutions active in fisheries research. The control of the Agency is all-embracing, covering licensing, insurance, demarcation of operating areas and periods, numbers and tonnage of pelagic fishing-vessels, and improvement in ports and facilities. Control is effected through a series of laws, some jointly with the Ministries of Transportation and Labour and Welfare.

Protective legislation for fishermen – those engaged in vessels of thirty GRT and above are classified as seamen – is





*Crew quarters in a Japanese fishing vessel. Some 21,000 fishermen are members of an ITF affiliate, the All-Japan Seamen's Union. The structure of the off-shore and river fishing industries makes organization there extremely difficult*

provided by a number of special statutes additional to those covering them as seamen. The Fisheries Co-operative Association Law, for instance, fosters and encourages the growth of fishermen's co-operatives and provides credit. The Fishing Boat Seamen's Pay Insurance Law ensures payment of wages of fishermen arrested and detained by foreign authorities. In other respects, fishermen employed in vessels of thirty GRT and over are governed by the laws pertaining to seamen and these laws include the Labour Standards Law, Seamen's Insurance Law, Workmen's Accident Compensation Insurance Law and the National Health, Welfare Pension and Unemployment Insurance Laws.

Deep-sea fishermen, particularly those employed in whalers, factory ships, tuna boats and such large craft are organized in some twenty-three local unions, loosely associated in a council of fishermen's associations. Some 21,100 are members of our affiliate, the All-Japan Seamen's Union. By and large, however, fishermen remained unorganized, the family-unit system predominant in the off-shore and river fishing industries making their organizing difficult, if not impossible. Like their counterparts in the Asian region, Japanese fishermen receive but a poor return for their labours, the chain between primary producer and consumer being studded by the many links of the middlemen chain (retailers and wholesalers), which makes the consumer's price four and five times that received by the producer. However, the emergence of fish-


ermen's co-operatives under the encouragement of the Government is tending to narrow the gap.

The Japanese fishing industry labours under many a handicap, the most notable being imposed in the form of restrictions: prohibition of operations in certain areas and catch-limitations in others. Nevertheless, the industry remains the most active and the most productive in the world, the pride of the people and the envy of not a few of its neighbours.



*Fishermen working aboard on what appears to be a good catch. Official statistics show that about 690,000 men and women are directly engaged in the fishing industry. If allied industries are included the figure reaches about 1,700,000, or approximately two per cent of the population*

## **US railroads and buses losing to airlines and private cars**

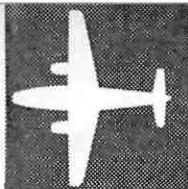
 STATISTICS released by the United States Interstate Commerce Commission recently revealed a continued trend in the USA towards the use of air and private car travel at the expense of the railways and buses. Preliminary figures for 1955 show an increase of 6.2 per cent in the grand total of inter-city passenger miles, the 1955 estimate reaching 664,100 millions. Most of the increase came from greater use of the airlines (22,700 millions, a 16.2 per cent increase on 1954) and of private automobiles (585,800 millions, a 6.8 per cent increase). Railway traffic, on the other hand, fell by 2.6 per cent to 28,700 millions and buses by 1.9 per cent to 25,100 millions.

The closing of the gap between the use of the airways and the railways and the continual expansion in the American's use of his own car cannot be without significance for those responsible for mapping out the United States' transport policy.



*A scene in a Japanese fish cannery. Thousands of tons of canned fish - crab, salmon, lobster, tuna and bonito - are exported each year to all parts of the world, particularly to Great Britain and the USA. Fish exports were valued at no less than some \$ 80,000,000 in 1953*

## The new dimension of flight



GEOGRAPHY IS OFTEN TO BLAME FOR MANY OF THE OBSTACLES encountered by a nation setting out to climb the ladder of economic development. Speedy communications between the various parts of the country may be hindered by the barriers of mountain and desert, of river and ocean. The building of roads and railroads across sparsely inhabited territory can be both expensive and time-consuming. Ethiopia is a good example of a country in this position, and it is not surprising that her government has turned to the International Civil Aviation Organisation for technical assistance to build up a national aviation service as a common carrier of peoples and goods over these natural obstacles.

The most productive and most populated part of Ethiopia is located on the high and broken plateau. Before the invention of aircraft, it was virtually isolated from the outside world. Any security from invasion which the Ethiopian people may have felt on this account was rudely shattered by Mussolini's bombers and, since the Second World War, steps have been taken to develop an air transport system which will both knit the country closer together and bring it in touch with the rest of the world.

Internally, air travel is especially valuable to Ethiopia because there is only one railway and the maintenance of even a limited number of roads over rough country has proved very difficult. The rivers of Ethiopia are not generally navigable. At the same time, many fertile and otherwise productive areas lie far from the capital city and the seaports. It has been estimated that nearly a third of the land in Ethiopia is potentially productive but unused.

With the help of an ICAO Technical Assistance Mission, Ethiopia is already beginning to benefit in many ways from the aeroplane. Aviation will greatly facilitate the surveys and map-making which are essential preliminaries to economic development and it will also ease the task of national administration in a country where many of the people live in areas difficult of access. It will bring outlying regions nearer to the capital and will make contact with foreign markets much easier.

Ethiopia's farmers will certainly welcome the use of planes against the locust swarms which are a constant menace in all parts of the country. In some places besides helping in the campaign against the locust, aircraft have improved or actually re-established pastures by

spraying fertilizers from the air.

The visitor to Addis Ababa now requires only about seven hours to get there by plane from Cairo, whereas until recently he had to spend eight or ten days travelling by rail and by sea, usually under conditions of extreme heat. Both external and internal travel have expanded rapidly and many business men and technical experts who might never have undertaken the more difficult surface journey have gone to Ethiopia by air. The saving in transit time for mail and valuable freight is another important factor in economic development.

A traveller landing at Addis Ababa's airport gets the best view of what ICAO's technical assistance experts have done to aid in the development of Ethiopia. Here is an aerodrome equipped with modern traffic control services and radio aids; it is run by competent people, many of whom were trained by the ICAO mission, and, day after day, aircraft from many parts of Ethiopia and from many foreign lands arrive and take off regularly and safely, carrying passengers and commerce quickly and with reasonable economy.

The ICAO mission, headed by Canadian Stuart Graham and including experts from Denmark, the Netherlands, and the United Kingdom, is primarily concerned with training the Ethiopians who will eventually run all the technical and administrative services which a modern, safe and efficient aviation system requires. The first job of the mission, therefore, was to set up a civil aviation school designed to produce the many experts and technicians needed in Ethiopia.

The aim of this school has been to give the Ethiopian students a solid grounding in the subject, rather than to teach them to perform their various duties by rule of thumb. This method in-

volves rather long courses, because time has to be devoted to filling certain gaps in the education of the students. In less than four years the school has graduated 154 pupils as aircraft mechanics, radio mechanics, radio operators, air traffic controllers, weather observers or forecasters. Graduates from the school are already at work in the various government services. Mechanics have been engaged by Ethiopian Airlines and are now gaining the practical experience they need before becoming fully licensed aircraft mechanics. On 30th June, 1956 there were fifty-six pupils undergoing training at the school.

The weather service which has been established with the help of ICAO will be of value in many fields besides aviation. A dozen observation stations have been opened since the beginning of ICAO's mission, staffed mainly with graduates from the ICAO school. Fed by reports from this network of observing stations, the central office at Addis Ababa is now playing its part in the world-wide exchange of weather information in addition to issuing regular nation-wide and regional forecasts. Meteorological work depends upon international cooperation and a State benefits at the same time as it supplies meteorological data to others.

Every State which maintains civil aviation services must also maintain a continuing training programme, partly to allow for turnover in its services and partly to enable staff to be given instruction in new techniques and in the use of new equipment. An encouraging start has been made in setting up this programme. Proof of the adequacy of the training is seen in the employment of graduates from the school by Ethiopian Airlines and the Government, and the acceptance of others for advanced study abroad.

Under the ICAO fellowship programme five Ethiopian pilots were sent for advanced training in the United Kingdom. One Ethiopian official who took a fellowship returned to become Chief of Air Traffic Services in the Department of Civil Aviation at Addis Ababa.

There seems no doubt that the aeroplane will be an important factor in Ethiopia's programme of economic and social development for the benefit of the Ethiopian people. Her request for technical assistance has given that country the beginnings of an aviation service which it will be for Ethiopia herself to develop over the coming years.



## Service at sea - fulltime job or stop-gap?



THERE ARE A NUMBER OF REASONS why it is important to establish why lads take up the seaman's calling. Their motives in seeking service at sea have a very close bearing on the extent to which they later settle down to a seaman's life and make progress in their chosen calling. This is the view expressed by the Norwegian Institute of Social Research in a report on an investigation it carried out last year on this and allied subjects.

In the course of its preliminary enquiry, the Institute interviewed 153 recent entrants to the calling. Some were from the Seafarers' Employment Organization, whilst others were from the Nautical Training Establishments in Kristiansand, Stavanger, Bergen and Trondheim. All had one thing in common, however: they had all seen some service at sea. It could be argued, however, that in two respects the enquiry could not give fully satisfactory answers; firstly, it is immediately apparent that, at that stage in their careers, the young lads could not be expected to have any clear ideas as to what service at sea really entailed and were really at a loss to explain why they wanted to go to sea; secondly, it is a well-known fact that only a small minority remain at sea for any great length of time. The real choice of a trade or calling comes later in their lives. It will be some years yet before these young folk are faced with the

problem of taking up life ashore, or continuing with their calling at sea. When that time comes, those who have served a number of years at sea are in a better position to define their attitude to the calling.

### Profession or 'journeyman's wanderings'?

The question might well be put as to whether becoming a seaman (as opposed to an engineer or navigating officer) is regarded as a career or as merely a passing phase in the development of a large number of young men. Norwegian statistics since 1953 show that 57% of all ratings were under the age of twenty-five. The position is the same in the Swedish merchant marine. This means that all too many jobs aboard ship are being done by youngsters with no genuine attachment to the calling, who have little experience and often no great prospects.

Those serving at sea may be divided into three groups: officers, seamen who regard life at sea as their permanent trade, and those young men who are spending their 'journeyman wanderings' at sea. The distinction between the groups only emerges later, but the attitude towards service at sea, leading later to this grouping, is evident among recent entrants to the service, viz. whether they are at sea because they want to become seamen, or because they want to 'get away from home and take a look round.'

Thus in answer to the question: are you seriously thinking of adopting the seafarer's calling? forty-one of those to whom the question was put by the

investigating team gave an affirmative answer, forty-eight said 'yes', with a certain amount of reservation, forty replied in the negative, while the remainder had no definite view. Assessment of these replies may well depend on the extent to which they are regarded as given on the spur of the moment. There are indications, however, that they were not given entirely without previous thought on the subject. Thus, on being asked the reason for their wanting to go to sea, one half of those replying gave as a reason a desire to 'get out and about and take a look at things'. Only twenty-seven stated that they wanted to follow the seaman's calling, whilst thirty-two gave 'financial reasons'. The majority of those who said they intended to make service at sea their trade also made it clear that they fully intended to become seamen. Only a very few of those who wanted to go to sea 'to have a look round' were seriously thinking of making service at sea their life's work.

### In father's footsteps?

Information was also gleaned as to the extent to which seafaring tradition had a bearing on a young man's choice of the sea as a possible career. The investigating team found that remarkably few were actually following in their fathers' footsteps. Of those questioned, only five had a father at sea. On the other hand, thirty-two were following a traditional calling in that their fathers were fishermen. It was this group more than any other which expressed a desire to make life at sea their permanent calling. That the seafaring tradition plays a greater rôle than would appear from these figures alone emerges when the fact is taken into account that more than one-third of these young men had one or more relatives following the seaman's calling. All those to whom questions were put stated that they had friends or acquaintances at sea. Literature about life at sea also played a significant rôle in these young men's choice.

### 'Running away' to sea?

The reasons why young men go to sea are obviously a mixture of factors - of



*A cabin aboard a modern Norwegian tanker. Serious thought is given to crew comfort in the construction of modern vessels as one of the factors which can induce young seafarers to make service at sea their permanent calling (Photo - United Nations Information Centre)*




*Life at sea can be made agreeable. That there is need for this is revealed by an enquiry undertaken by the Norwegian Institute of Social Research which revealed that a high proportion of those entering the profession had no intention of remaining at sea all their working life*

obeying a call to get out and around in the world, of establishing one's self in an honourable calling, or of escaping from an accustomed and therefore, for young people, dull milieu. One thing, however, emerged clearly from the questions put to these young seafarers by the team of investigators: the escape, insofar as the escape motive played a rôle, was not necessarily from an unhappy home. The great majority of those who were obeying the 'call of the sea' were from happy homes and had lived contentedly at home up to the time of their going to sea. More than a third stated that their families had tried to prevail on them to stay at home, and only in this sense, in that going to sea meant a break in the family life, could a 'conflict' be said to have arisen.


(Condensed from an article by Hasse Eriksson, in 'Sjomanen' - the organ of the Swedish Seamen's Union)



## Bus boycotts in Spain

 FURTHER EVIDENCE of the deep discontent rife in Franco Spain was provided recently when the people of Barcelona and Madrid boycotted the local bus and tram services in protest against increased fares. The boycotts lasted several days during which pamphlets appeared accusing the Falangist dictator of disregarding 'the most elementary standards of freedom and justice'.

## Inflatable raft proves its value


 A STATEMENT read in the British Parliament recently by the Minister of Transport and Civil Aviation gives proof of the life-saving value of the inflatable raft. Answering a question as to the number of lives lost at sea in recent years from British trawlers and other vessels, the Minister stated that twenty-three lives were lost in 1951, twenty-seven in 1952, sixty-two in 1953, forty-four in 1954, and seventy-nine in 1955.

Last year not a single life was lost as a result of a casualty to a fishing vessel. Inflatable life-rafts saved the complete

crews - fifty-seven men - of four of the vessels that were lost. There could be no doubt, the Minister added, that many of these men would have drowned but for the use of this equipment.

The British Government is at present considering further regulations requiring the carriage of inflatable rafts on all fishing vessels over 145 ft., most of which are already voluntarily equipped with them. Discussions are also going on with the industry with a view to extending their use in merchant vessels.

## Large deficit on German Federal Railways

 THE DEFICIT ON THE GERMAN FEDERAL RAILWAYS ACCOUNTS for 1956 was estimated to reach DM 480 millions (about £40 millions or \$120 millions). If this preliminary estimate proves correct it will be the second highest deficit since the currency was reformed. The results on the last year's working are all the more disappointing since 1955 saw the annual loss reduced by DM 200, an encouraging trend which the railways authorities had hoped to see continued in 1956. Income totalled DM 6,120 millions and expenditure,

DM 6,600 millions. The increased costs during the year, notably for wages and coal, will also have an effect on the 1957 position.

Passenger traffic had a good year, fare income increasing by six per cent over the 1955 figure and by twenty-three per cent as against 1952, a year the Federal Railways take as their base year for purposes of comparison. The number of people carried increased by seven per cent and the number of passenger-kilometres by 9.6 per cent. The fact that these last figures seem large when compared to the increase in fare income was attributed by the management to the high proportion of cheap workmen's and school traffic carried.

The results from the goods sector were poorer than expected, the income being estimated at DM 4,010 millions, no more than 13.3 per cent above the 1952 level. The number of wagon-loads reached 19,400,000, 2.9 per cent more than in 1952. An analysis of the freight statistics revealed a tendency for the carriage of high-tariff freight to decrease and the lower rated goods to increase. At the year-end the railways had 259,300 wagons, a net increase of 9,500.

## Social welfare on the Swiss Federal Railways



*The welfare facilities for employees of the Swiss Federal Railways are not confined only to those of a financial nature such as pension schemes. This fine modern canteen is at the goods centre in Basel (Photo from the Swiss Federal Railways)*

THE MOST SIGNIFICANT OF THE SOCIAL WELFARE FACILITIES offered to staff of the Swiss Federal Railways are those covered by the Pensions and Welfare Scheme which provides insurance against infirmity, old age, loss of employment and death. The scheme provides pensions or lump-sum payments covering incapacity, old age and dependents as well as ex gratia payments in the case of persons over eighteen years of age, orphans unable to earn a living and others in need of assistance but having no claim to dependents' insurance benefits. Provision is also made for contributions towards the cost of treatment in the case of illness or accident to members or their families. This facility also applies to those already drawing pensions.

Employees who cannot be included in the scheme as fully-insured persons belong to a so-called depositors' fund. Contributions are the same for both depositors and administration as in the case of fully-insured employees, and bear interest at four per cent. On leaving the service of the railways, the employee is entitled to withdraw the amount of his contributions plus interest together with a proportion or the whole of the administration's contributions with in-

terest according to the reasons for leaving the service. This type of contributor automatically becomes fully insured after nineteen years.

There is also a welfare benefits fund from which payments can be made (in single lump sums or, subject to review of special cases, recurrently) to deserving employees who retire from railway service for reasons of health or old age but are not covered by the general pensions and welfare scheme. In cases of

special hardship, payments are also made out of this fund to dependents.

Railwaymen in the service of the Swiss Federal Railways are also insured against injuries sustained either when at work or during their leisure time. Insurance cover is provided by a national insurance company under the terms of legislation and, in the case of non-industrial accidents, employees are required to contribute to the amount of one-fifth of the premium paid by the railways administration. The Swiss Federal Railways pays its employees (permanent staff, salaried and other grades) special supplementary pensions in addition to their entitlement under the national scheme in the case of industrial accidents.

The Health Insurance Fund, instituted in 1921, is contributed to regularly by the railways administration. Operated by the Swiss Federal Railways with the collaboration of the insured personnel, the Fund has been of considerable assistance in meeting the costs of dental treatment and providing financial help in cases of tuberculosis and poliomyelitis.

Apart from these insurance schemes, employees of the Swiss Federal Railways benefit from legislation ensuring them a continuance of pay in the event of illness or accident. Permanent staff (Beamten) and salaried grades receive full pay for a period of six months, seventy-five per cent of their salary for the next three months, and fifty per cent thereafter until they resume their duties or leave the service. In no case do they draw less than the amount they are entitled to under the old age pension provisions. Children's allowances and any regional supplements are continued without deduction and salaries are paid in full if absence is due to an industrial accident. Established staff are also paid


their former salary in full for a period of two years if they are obliged to accept work in a lower-paid grade by reason of failing physical or mental powers.

Manual grades regularly employed are paid eighty-five per cent of their wages for four months, seventy-five per cent for the next four months, and fifty per cent thereafter in the event of absence through illness or as the result of a non-industrial accident. Staff engaged on a temporary basis receive seventy-five per cent of their normal pay for fifteen, thirty, sixty or 120 days according to length of service (three, six, twelve or twenty-four months.)

This short account of the financial aid available to staff of the Swiss Federal Railways or their dependents in the event of retirement, old age, failing powers, death, sickness or injury, does not exhaust the possibilities of practical help available to staff in certain circumstances. Thus, in the event of the death of an employee, his salary or wage is paid to his dependents for a further period of one month reckoned from the date of death. Payment may be continued up to one year in special cases of hardship. The welfare fund may also make contributions to the cost of sending mothers and children in need of care to health centres; towards the cost of medical appliances; and in aid of fathers of families in straightened circumstances. Loans may also be granted to help members of the staff over a period of financial difficulty. Repayments are deducted from the monthly wage packet. They figure as savings deposits on the wage sheets. Loans are also granted at favourable rates of interest and repayment terms to railwaymen's building co-operatives or individual members of the staff to provide suitable and adequate living accommodation.

In connection with the welfare of employees of the Swiss Federal Railways, mention should also be made of the facilities available other than those of a financial nature. Mobile canteens and shelters are provided for permanent way workers together with other facilities for preparing or taking meals, sheltering against inclement weather and drying clothing. There are also a number of recreation rooms provided for indoor games and encouragement and assistance is given to railwaymen's sports clubs and associations engaged in cultural pursuits.

## Swedish shipping doing good business

 FIGURES PUBLISHED BY SWEDISH OFFICIAL SOURCES reveal that Swedish shipping is enjoying boom conditions. Although both income and expenditure in the ocean-going trade increased during the first two quarters of 1956 compared with the corresponding quarters of the previous year, gross earnings showed the greater increase. The trading surplus rose by 17 million kronor to 217 million kronor in the first quarter of 1956, and by 41.5 million kronor to 258.5 million kronor in the second quarter. (The Swedish crown is about 14.50 to the £1 and 5.17 to US \$1.)

The following data taken from the balance sheets of a number of Swedish shipping companies bear out the contention that Swedish shipping firms are doing good business.

### The Transatlantic Shipping Company

	1953	1954	1955
Total earnings (in millions of kr.)	121	114.9	142.3
Gross profit	22.8	23	31.4
Net profit (after deductions for shipping fund, pensions, taxes, etc.)	6.2	1.4	3.9
Trading surplus (as a percentage of total earnings)	12.2%	8.6%	21%

The figure for expenditure on ship's crew (wages, salaries, victualling and health service) was 21.66 million kronor compared with 21.62 million in 1954.

### The Swedish American Line

	1953	1954	1955
Total earnings	112.5	120.6	137
Gross profit	20.3	28.6	35.5
Net profit	6.4	5	7.6
of which was distributed	3.2	3.4	4.5

Trading surplus increased from 16.5% of total earnings in 1953 to 19.3% in 1954 to 21% in 1955.

### Trelleborg Steamship Company

This company paid a dividend of 8% for the trading year 1955.

### The Svea Shipping Company

This company had a trading profit in 1955 of 2.03 million kronor (2.12 in 1954) after deduction of 8.89 million

(8.72 in 1954) for expenditure on its fleet, replacement programme, etc. and 1.5 million towards the pension fund. The sum of 4.16 million (3.82) was available for payment to the shareholders and the board of directors recommended payment of a dividend of 8.33% (unchanged), accounting for 1.47 million; the setting aside of 0.22 million to the sinking fund (0.23 million in the previous year); and the bringing forward of 2.47 million (compared with 2.13 million the previous year).

### Swedish Lloyd

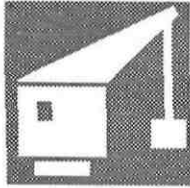
This company paid its shareholders 8% in respect of 1955 trading, plus a bonus of 2%.

From these figures it may with safety be assumed that Swedish shipping companies generally are doing good business. The question inevitably arises as to the extent to which those serving in Swedish vessels should benefit from the profits the companies are making. An investigation into operating costs reveals that a vessel of 4,800 tons engaged in the European trade and having a crew (officers and ratings) of thirty-five has an annual wage bill (including basic wage, allowances, overtime, etc.) of 380,000 kronor. To this must be added 85,000 kronor for free victualling and another 4,000 kronor for laundry, bed linen, etc.

The figures quoted in this article indicate that the Swedish shipping companies can well afford to pass on some of their trading profits to those who serve in their vessels in the form of higher wages. Furthermore, a reduction in the hours of work of catering personnel (cooks, stewards, etc.) seems called for. At present they work from sixty-three to seventy hours a week. This could well be cut to forty-eight. Such improvements in working conditions on board Swedish vessels would doubtless have the effect of attracting more Swedish nationals to service with the country's merchant marine. At present they are not evincing any great desire either to join the service or remain with it for any length of time. Of the approximate 10,000 seafarers who pass through the books every year, 38% are of non-Swedish nationality. The average age of members of the Swedish Seafarers' Union is under twenty-five, and about one quarter of its members are under twenty years of age. Something like one-half of the union's 20,000 members are consequently not

(continued on the next page)





## The need for a dock labour scheme in Nigeria

by A. E. OKON, Gen. Secretary, Amalgamated Dock Workers' Union of Nigeria and the Cameroons

NIGERIA IS AN OLD COUNTRY and has been settled by the British for some decades. It still has a long way to go before its voice can carry authority in world affairs. Nevertheless its needs, and especially those of the dock workers, are the same as those of workers in other countries. As a docker and General Secretary of the Amalgamated Dock Workers' Union of Nigeria and the Cameroons, I propose to give a picture of the working conditions of dock workers in this part of the continent of Africa, and in particular to call attention to their urgent need for a scheme regulating the employment of dock labour to replace the present unsatisfactory methods of employment and recruitment to the industry.

The conditions under which dock labour works in Nigeria call for immediate improvement. Before I became a dock worker, I was under the impression that dock workers and employers of labour were working with a reasonable degree of cooperation. On entering the industry, however, I discovered that this was not the case and that the bulk of dock workers were employed on a purely casual basis. Some form of regulation of dock labour does in fact exist. It is out of date, however, in no way corresponds to the men's needs, and is hopelessly inadequate as a means of improving their conditions or redressing their grievances. When these occur, the men do not turn to this machinery,

*(continued from page 49)*

twenty-five years of age. It is nothing unusual for officers and experienced ratings to leave the Swedish service to take up employment with foreign companies or to seek jobs ashore.

This failure to attract or retain ship's personnel can no longer be ascribed to bad accommodation or food aboard ship. There are still a number of factors at work however which, taken together, make the seaman's calling less attractive



which gives them no foothold and from which they are convinced they can derive no substantial benefits, but to the field of action - to demonstrations.

The government's method of dealing with industrial claims is also repressive in its operation. The method is to set up a Commission of Inquiry, and then delay implementing its recommendations. We had such an example in 1942 in the

under modern conditions. Chief among these is undoubtedly the industry's failure to find a satisfactory solution to the problem of wages, hours of work and holidays. Another factor which may be said to operate against a desire to seek a living at sea is the unjust system of seamen's taxation in the country. This subject is again under review and hopes are entertained that, in the near future, Swedish seafarers will be taxed according to a system which takes into account the peculiar conditions of service at sea.

case of the Colombo Report, and again in 1946 with the Commission set up by the Labour Advisory Board. In neither of these two cases was the Commission's report released until the men had given vent to their feelings. There then followed the Commission set up by the Colonial Office in 1952 consisting of Capt. Langford and Mr. Sealey.

The inquiry, under its terms of reference, was concerned with the three major ports in West Africa (in Sierra Leone, the Gold Coast and Nigeria). The unions concerned were not given sufficient time to prepare their case; they were able, however, to advance a number of points for consideration in the report. This was not released however until the union, with the aid of its friends overseas, had brought pressure to bear. The government then set up an 'ad hoc' committee. This sat about four times and arrived at the conclusion that, inasmuch as it was the government's inten-

tion to set up a statutory corporation in the country, no useful purpose would be served to lay down any strict line of action at that stage before this body had been established. It took another year before the corporation was set up, the government's explanation of the delay being that it was trying to recruit a suitable person as chief executive. The choice fell on Mr. C. A. Dove the present Chairman of the Nigerian Ports Authority.

The Authority has already taken over shore labour in Port Harcourt, Eastern Nigeria, but much more could be done, here as elsewhere, in giving a hearing to the various unions with which the Authority comes into contact. The Authority would be making a considerable contribution to the country's welfare if it lent an ear to the union's suggestions. Thus, although, as I have mentioned, shore labour in Port Harcourt was taken over by the Authority, no consultations with the unions involved took place as to the details of the transfer. Naturally, the unions have some strong views on this subject, and a greater degree of cooperation between the Authority and the unions in such matters vitally affecting the welfare of dock workers is one of the foundation stones of our policy in this respect.

### Importation of crew labour

Our major problem, today, and one which, when solved, will mean that we are well past the worst of our troubles, is the difficulties created by the importation of crew labour into our seaports. Various shipping companies operating in the country follow this practice and the system is fast becoming traditional. It is one, however, which must be rooted out. There are sufficient skilled men in our ports without having recourse to importing labour with consequent unemployment among our own workers. Nevertheless, the shipping firms persist in this practice on grounds of convenience.

This system collapsed at the outbreak of the Second World War as the men refused to risk their lives at sea. All the companies could do was to issue an appeal to the men to cooperate, adding a promise that, after the war, they would consider the position with regard to labour travelling up and down the coast on board ship.

In the view of the union, there is a solution to the problem created by the

1) *Loading logs at Apapa wharf, Lagos. Regulation of dock labour in Nigeria is out of date and in need of overhaul according to Bro. A. E. Okon, General Secretary of the Amalgamated Dock Workers' Union of Nigeria and the Cameroons*

2) *Preparing to start the morning shift. Many of the dock workers are from the hinterland of the Western region of Nigeria; there is need for more satisfactory methods of employment and recruitment*

3) *A labour compound built by the Ports Authority and shortly due to be occupied. The Authority has taken over shore labour in Port Harcourt, Eastern Nigeria, but nevertheless consultation with the dockers' union leaves much to be desired*

4) *A group of dockers with modern equipment at Apapa wharf, Lagos. The question of acquiring skill in modern methods of handling cargo and the problem of crew labour are matters on which the union recently has formulated demands*

companies' practice of importing labour into Nigeria. It is a solution which the union has long been urging the shipping firms to adopt in the interests of the country's dock workers. What the union proposes is that, since it is company policy to import labour from the first port of call, the number of hands so recruited should be reduced to enable local dock workers to join them when the vessels discharge or take on cargo at one of our ports.

Another proposal is that, to the extent the imported foreign labour was not originally trained, similar facilities to acquire the skill in handling cargo claimed by the imported workers should be offered to local dock labour.

A third suggestion concerns vessels touching at Nigerian ports with Lagos as the last port of call. In this case, it is proposed that such vessels should not carry crew labour, but recruit workers from Lagos to do the work down the coast and drop them again at Lagos on leaving the country.

Finally, there is a point also worthy of consideration by the shipping companies. During the war and shortly after, no charges of inefficiency were levelled at the local men who helped out at Nigerian ports. That being so, there would seem no reason why ships touching at ports along the West Coast and at other ports outside Nigeria before cal-



ling at a Nigerian port should not carry a reduced number of crew labour so as to enable local men to acquire the same degree of efficiency as the crew labour.

In connection with these proposals, it must be admitted that nothing has been done up to the present to ease the situation. Shipping companies are still solely concerned with the method most convenient to them of ensuring the loading and discharge of their vessels without regard to the interests of local dock labour itself. Furthermore, in view of the boom conditions now prevailing, there are some who do not share our union's conviction as to the urgent need to introduce a greater regulation of dock labour in Nigeria and the Cameroons. The boom conditions will not last for ever, however. Meanwhile the problem remains and will become more acute in the event of a deterioration in the shipping world.

### Help and encouragement

These thoughts were penned as the result of my visit to Great Britain where I had ample opportunities of studying conditions in the docks. I should like to record my best thanks for the help and facilities accorded me by the British TUC in making arrangements for me to meet a number of people and bodies concerned with dock labour in London and Liverpool, and for the kindness shown and assistance given by the Transport and General Workers' Union, the National Union of Seamen and the Water-

men, Lightermen, Tugmen and Barge-men's Union as well as the National Dock Labour Board. Among the help afforded by these bodies was a wealth of written material which will be of great assistance in helping my union to an understanding of the problems affecting dock workers and in preparing their case for improved conditions.


Among my contacts with non-union personages I should like to make special mention of the cordial reception accorded me on the occasion of my visit to Liverpool where I met Mr. S. A. Cotton, one of the directors of the Elder Dempster Line. The friendliness with which I was received encourages me to hope that the day is not too far distant when employers and union representatives will sit round the conference table to discuss as equal partners in the industry all problems affecting dock labour in Nigeria.

This article could not in justice be concluded without the expression of warmest thanks from myself and the union I represent for all that Brother Omer Becu, General Secretary of the International Transport Workers' Federation, and his staff have done to make my visit to Great Britain a success. They as much as anybody, have ensured that my stay has been a profitable one. The memory of all they have done will remain for ever with me and will serve as a constant reminder, not only to my own union, which is affiliated with the ITF, but to all other unions in the in-

dustry, of the value and significance of this world-wide organization.

Towards this body, and to all those other unions of dock workers, my union looks forward to long years of cooperation, guidance and encouragement. Our country, we realize, is passing through a period of transition and many changes are due. Not least among these is the regulation of dock labour and the introduction of a training scheme to allow our members to acquire those skills without which the industry cannot meet the demands put upon it. Hand in hand with capital development must also go an increase in the skills and the standard of living of those whose labour, in the final analysis, makes progress possible. It is to this raising of the skills and standards of living of port workers in Nigeria and the Cameroons to which my union has dedicated itself. It will be a hard battle, but the help and encouragement I received during my stay in Great Britain convince me that we shall emerge victorious.

### North Koreans told to 'overfulfil' transport quotas

 THE COMMUNIST NORTH KOREAN MINISTRY OF TRANSPORT recently held a three-day meeting attended by 580 transport 'activists' at which the Minister of Transport urged the workers to 'redouble' their efforts to overfulfil all the 'transport quotas'. Not surprisingly, those present adopted a resolution (no doubt unanimously) to do just that. No one seems to have been so naïve – or foolhardy – as to suggest that they might have more chance of doing so if they spent less time at meetings.

*A photo taken on the occasion of the third Annual Delegate Conference of the Amalgamated Dock Workers' Union of Nigeria and the Cameroons, June 1956. Brother A. E. Okon, General Secretary of the union is seated on the far left at the front*







This is the impressive Central Bus Station in Tel-Aviv, the largest city in the country. Tel-Aviv, its suburbs and neighbouring settlements are served by one of the three main bus co-operatives, Dan, which runs some 460 vehicles (Photo from Histadrut)

## Public road transport in Israel and its difficulties

by MR. I. RITOV, Manager, Co-operative Centre for Producers and Services



ISRAEL IS DOUBTLESS THE ONLY COUNTRY IN THE WORLD where almost the whole of public road transport is in the hands of drivers organized in co-operative societies. The first of these was established in 1924, and was followed by dozens of others, large and small, in various parts of the country. As soon as they were set up, they joined the Co-operative Centre for Producers and Services. This Centre is a branch of Hevrat Ovdim, the General Co-operative Association of Labour in Israel, and is the economic arm of the Histadrut (General Federation of Jewish Labour in Israel).

The Co-operative Centre encouraged the small transport co-operatives to unite into broader organizations. Such unions have reduced the number of transport co-operatives to three, and it is not impossible that these three will yet become one.

The three in question are: 1) *Egged*, the largest co-operative in the country

which maintains an inter-urban service. Its staff is 3,500; the number of cars in service is 1,250; the number of places it serves is more than 1,000, including cities, small towns, colonies, villages, etc. 2) *Dan*, with a staff of 1,700 and 460 cars, serves Tel-Aviv, with all its suburbs and settlements in the neighbourhood. 3) *Hamekasher* operates in and

around Jerusalem, with one line to Beersheba. It has a staff of 380 and 150 cars. The three co-operatives handle all motorized passenger transport lines in the country except two or three small branch lines which carry at most 2%–3% of all passengers.

Co-operative transport is growing steadily with the development of the country and the increase in the population. It also extends its services in accordance with the settlement activity which is a constant feature of Israel's economic life and is expanding throughout the length and breadth of the land. The co-operatives have their own facilities, which include cars, garages, stores for spare-parts, tyres and other mate-

rials, station buildings, offices and car-parks. The capital of the co-operatives consists of money received for members' shares and allocations from profits.

Transport enjoys many advantages as a result of its co-operative form, the main ones being high labour productivity, responsibility of members for both property and work, own administration and a reduction in administrative expenses. At the same time, it meets with various difficulties in Israel – the greater number of which are objective. The most important of these are:

1) *Shortage of Vehicles:* During the Second World War no new cars were acquired, the old cars were exploited beyond measure, and there was a resultant traffic crisis which was not eased even after the War, on account of the shortage of foreign currency and backlogs of orders at car factories in USA and elsewhere. Only a few cars were then acquired for Israel's transport system.

2) *Shortage of Spare Parts and Tyres:* The conditions which made it difficult to acquire vehicles naturally affected the acquisition of spare parts and tyres. In many cases, this made it impossible to keep even the old machines operating.

3) *Multiplicity of Models:* The country was flooded with many cars from

factories in various countries, with the result that the transport co-operatives owned dozens of car types and thousands of spare parts for all the types. Efforts to achieve standardization and to base public transport on a very limited number of models have not yet been successful.

4) *Unsatisfactory Road System:* The roads left in the country from the time of the British Mandate were neither long nor wide enough for traffic requirements. All the more so as the establishment of the State of Israel was accompanied by an immigration of thousands of newcomers, who spread all over the country and settled not only in the established towns and villages but also in hundreds of other points, chiefly agricultural, in all parts of the country including the desolate Negev, the deserted Arava, mountainous areas, and other difficult places. Most of the new settlements were not connected with the road system and did not have approach paths. In spite of this, however, the co-operatives maintained transport to and from these new settlements.

5) *Mass Immigration* in general imposed a burden on communications, both by its numbers, its large amount of mobility, and its numerous languages.

Jews emigrate to Israel from all parts of the world and talk all manner of languages, until they merge with the existent population and begin to understand and speak Hebrew. This fact naturally caused specific difficulties for drivers and ticket-sellers, and had added an aspect of its own to general transport difficulties.

These are only a few of the major problems facing the transport system. Little by little, however, co-operative transport is solving its problems. By dint of considerable internal effort and with Government assistance the car fleet has increased and is still growing. Indeed, it is now reaching saturation point. The spare parts reserve is also on the increase. The tyre problem has been solved by the establishment of the Alliance Tyre and Rubber Company and General Tyre Company in the country. The Alliance was established on the initiative of the Co-operative Centre, and with participation in the firm's capital of the Noa Company. (The latter is an affiliate of the Co-operative Centre and supplies transport co-operatives with all they require for transport purposes.) The fuel problem has been eased considerably with the establishment of the Delek National Fuel Company, likewise



On the left: an example of some of the terrain which the Israeli road system has to traverse. This road runs from Beersheba to Sodom across the Negev desert. On the right: road improvements under way. The network of new roads has grown considerably, an essential development in view of continual immigration (Photos by courtesy of Israel Government Tourist Office, London)

*A view of Kingsway, Haifa. Bus services between towns are under the control in the most part of the largest of the co-operatives, Egged, which serves more than 1,000 communities of all types and sizes (Photo by courtesy of Israel Government Tourist Office, London)*



on the initiative of the Co-operative Centre, and with the participation of Noa. The road network has grown steadily. Traffic arrangements as such are being steadily improved, and one no longer notices any particular difficulties in transport or any tense relations between passengers and those operating the bus services.

In all these ups and downs co-operative transport faces the difficulty of the fares problem. Bus fares in Israel are the lowest in the world. This is partly the result of co-operative organization on the one hand and the overcrowding of standing passengers on the other. In spite of this the low fares lead to deficits and for years there have been discussion in this regard between co-operative and government institutions. This problem has grown more acute with the general rise of costs, both of articles required for traffic and of wages. Incidentally, wages of co-operative members are not arbitrarily fixed by the co-operatives themselves, but by the Histadrut, the General Federation of Labour. The latter takes into account its trade union principles, the special rights of members in co-operatives and the vital interest of the passengers, and it fixes wages accordingly.


Early in 1956 the co-operatives submitted concrete demands to the Government for higher fares. After the Government's alternative proposals had been completely rejected by the co-operatives, an official committee headed by a Judge was appointed to examine all aspects of public transport and its administration, and to propose whether, and if so by how much, fares were to be increased.

The committee's proposals were rejected by the co-operatives, while the Government itself saw fit to adjust them in favour of the co-operatives. However, the revised proposals did not satisfy the latter either, and public transport was stopped in spite of the resolutions of the Executive Committee of the General Federation of Labour and the Co-operative Centre, as well as the express

prohibition of the Government. The strike lasted for ten days and ended with a compromise between the Ministry of Transport and the co-operatives. This compromise was achieved due to the energetic intervention of the Co-operative Centre.

The Co-operative Centre has recently established a special division for the transport of goods. The new division is developing far-reaching economic, organizational, accounting, social and professional activities. It is conducted by members of the co-operatives, headed by a member of the Co-operative Centre Secretariat, and is subject to the authority of Hevrat Ovdim in broad social and economic principles.

### **The German Federal Railways Welfare Organization**

 A CHANGE IN THE LEADERSHIP of the Social Affairs Office of the German Federal Railways recently served to spotlight the activities of one of the most important bodies functioning through the Office, the Railways Welfare Organization (BSW).

This mutual benevolent society for railway employees has been in existence for more than sixty years and is today a social institution directly linked to the German Federal Railways, having its own organization within the framework

of the Railways for whom it undertakes such tasks as the care of TB patients and the administration of the staff kitchens and canteens.

On its own account, the BSW provides for the care of the sick, propagates the enjoyment of non-alcoholic drinks (as against the other variety), and enriches cultural life through its orchestras, choirs and libraries. The Railways support the BSW financially and by providing staff and equipment. For the rest the Organization depends on donations which are made by practically all the railway employees and pensioners. Since members of the family are also included in the Organization it embraces some two million people.

Somewhere in the region of 14,000 railwaymen undertake voluntary work on the Organization's behalf. It administers twenty-two convalescent homes for both adults and children, their 1,945 beds being available for railwaymen and their relatives. In 1955 some 77,000 tubercular cases were cared for and in the same year roughly 26,500 convalescent periods were arranged. The Organization looked after 339 staff kitchens and canteens with a turnover of about DM 63 millions (about £5,250,000). Some 6,685 railwaymen in a year were helped when in special need. 'Cultural' statistics reveal that the BSW controls 456 libraries with 85,000 books and runs 300 choirs which have 22,000 members.





OF NEW ZEALAND'S TWO MILLION POPULATION, some 300,000 (about half the total labour force) are members of a trade union. Under the country's industrial legislation membership of a union is compulsory. The law also decrees a five-day forty-hour week and two weeks annual holiday. Labour-management disputes are handled by a Conciliation Court consisting of a Supreme Court judge, an elected representative of labour and a representative of management. The decisions of this court are binding on both parties.

The history of the early beginnings of trade unionism in New Zealand suffers from a lack of reliable documentation. Nevertheless there is evidence of a Benevolent Society of Carpenters and Joiners having become established by 1842, and there is reason to believe that this association of workers was first formed in 1840. The Amalgamated Society of Engineers, an offshoot of the British parent union, commenced organization in 1863. The year before, in 1862, the Wellington Typographical Union saw the light of day and proved to be the forerunner of trade unionism among printers in New Zealand. The year 1865 marks the date of the formation of a tailors' union in Dunedin.

Unions had to wait until 1878, however, before they were given legal recognition and were thus no longer open to a charge of being conspiratorial bodies. Applications for registration under the Act were slow in coming, however, and it was not until 1885, for example, that the first registration of seafarers' unions was recorded, that of the New Zealand branch of the Stewards' and Cooks' Union of Australasia and of the Federated Seamen's Union of New Zealand. The first registration of a fishermen's union was made in 1889.

### Period of growth

The tempo of organization was becoming speedier, however. Thus, in 1889,

the Maritime Council of New Zealand was formed whilst the same year saw the creation of a dozen new organizations including road transport workers. The new Wharf Labourers' Union numbered 3,000 in its first four months of life whilst the Railway Employees' Union reached 3,500 members within a few weeks. By the New Year of 1890 total trade-union membership in the country had attained the figure of 20,000 and unions were being formed and membership growing at a phenomenal rate. For the moment it appeared that the entire community had imbibed trade union principles. Trade-union links were also being formed across the sea – with Australia. Thus the New Zealand Seamen's Union, some 2,000 strong, was part of the 14,000-member Federated Seamen's Union of Australasia.

### Maritime strike

Ironically enough, it was the sense of solidarity with the Australian workers which touched off a strike the failure of

*Open-cast mining in New Zealand. The Waihi miners' strike in 1912 was savagely suppressed with the aid of a company-formed union, hard-won gains were wiped out and the Federation of Labour, as then constituted, dealt a blow from which it did not recover (Photo supplied by the London NZ High Commissioner's Office)*

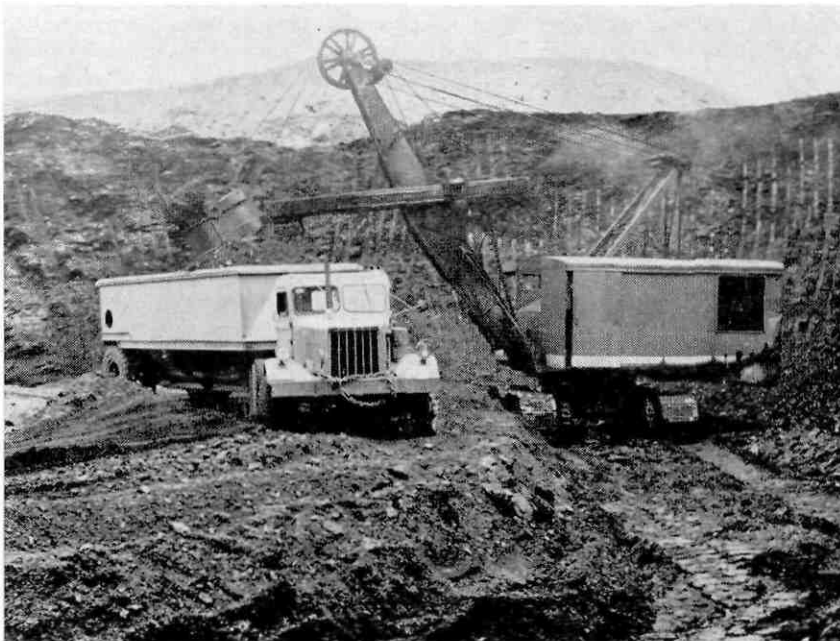
which inaugurated a long period of struggle for survival for the New Zealand trade union movement. A maritime strike, begun in Australia, was followed by sympathetic action among New Zealand seamen and waterside workers. A three-months stoppage, bitterly fought, ended in defeat – a defeat which ushered in many dark days for the New Zealand wage earners.

Unable to make much headway by direct industrial action, the New Zealand workers and their unions turned more and more to the political field as a means of redressing their grievances. The first New Zealand trade union conference on a national scale was held in January 1885. Among its stated objectives was: 'to use every legitimate means of obtaining a proper representation of labour in the legislature of the colony.' In 1891 a Liberal government was returned to power, the immediate result of which was a mass of labour legislation including, in 1894, the Industrial Conciliation and Arbitration Act.

### **Compulsory arbitration**

This Act, which made arbitration compulsory, has proved to be the most controversial feature of New Zealand labour history. The submission or opposition of trade unions in the country to compulsory arbitration has been the pivot of many bitter arguments and industrial actions since the Act was placed on the statute book and the New Zealand trade union movement is still deeply divided on this point. Nevertheless, the effect of the Act on the development of trade unions was very noticeable. In addition to encouraging their growth, it conferred a legal status hitherto lacking. It gave the individual trade union member a standing denied to non-unionists, early awards by the

*A New Zealand road services bus operated by the railways. An extensive network of roads enables every place of importance to be served by bus or coach (Photograph supplied by the Office of the High Commissioner for New Zealand)*



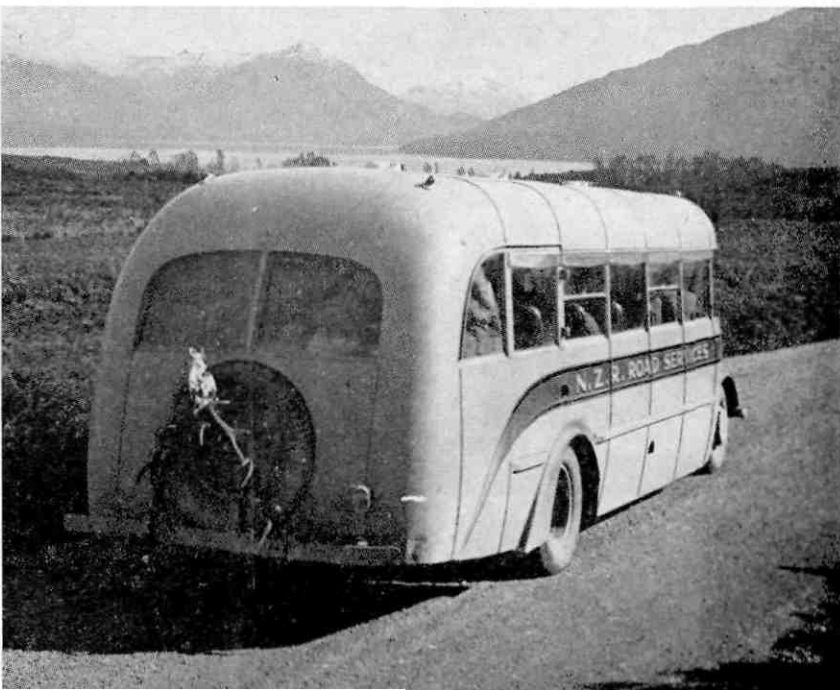
Arbitration Court interpreting the Act as endowing union members with preference of employment. Such awards were continuously challenged by the employers over the years but without success – a judge of the Appeal Court having laid down that 'a non-unionist has no legal right to demand employment.' Nevertheless, the question of the validity of an award according to preference of employment to union members was again tested in the Court of Appeal in 1916 and the decision went against the workers to the effect that the Arbitration Court had no power to embody such a provision in its awards.

### **Arbitration Court**

Since 1936, membership of a trade union has been compulsory under statute law. This was the year in which the Act,

which up to then had been changed very little, was amended to widen the scope of the Arbitration Court. The big step in arbitration procedure taken in 1936 was to require every employer in an industry covered by an Award to employ only workers belonging to the union covered by the Award. As well as compelling membership of a union, the Act also empowers the Court of Arbitration to set a maximum figure for membership of any union above which further members may not be admitted.

Under the present working of the Act, unions may be set up by workers in any industry and registered. In the event of a dispute, each side appoints assessors who meet in a Conciliation Council presided over by one of four Conciliation Commissioners appointed by the government every three years.



Points remaining for settlement then go to the Court of Arbitration presided over by a judge of the Supreme Court, assisted by two associated members representing workers and employers respectively and elected by their respective organizations to hold office for three years. The Court's decision is handed down in the form of an Award binding on both sides throughout the industry – even if the industry as a whole has not been involved in the dispute. Awards cover, inter alia, hours of work, wages, holidays and staff matters. On the other hand, there is no compulsion on the unions to make use of the conciliation and arbitration machinery provided, whilst public servants and most farm labourers are not covered by the Act, having their own separate machinery for settling claims.

The history of the New Zealand drivers' organization may be taken as typical of the main stream of trade-union development in the country. Formed in 1889, delegates of the union met in Wellington in 1910 to form a Federation of Drivers' Unions embracing the entire country, demands at that time including a statutory half-day holiday for all drivers and a minimum wage rate. To these were added the 47½ hour week and the regulation of daily hours of work in advance with each employer,

working time to include time spent in servicing vehicles, horses and equipment. At that time the drivers were affiliated to the Trades and Labour Councils, who favoured the use of arbitration machinery, as opposed to the Federation of Labour. This body, which was formed in 1909 out of the New Zealand Federation of Miners, placed its faith in the general strike and refused to recognize the more moderate groups with which, during these years, it carried on a bitter fight, encouraging unions to withdraw their registration under the Industrial Conciliation and Arbitration Act and re-register under the Trade Union Act which permitted strikes.

#### **Waihi miners' strike**

In 1912 occurred the most violent struggle in the history of the New Zealand trade-union movement and one which was to see the death of the old Federation of Labour. As an industrial anti-arbitration union, the miners of Waihi had been able to secure a number of major gains. The employers, however, were merely biding their time and awaiting the favourable moment to crush the union. This they were able to do by virtue of a clause in the I.C. and A. Act which enables a small number of employees to form a union, register under the Act and thus claim its protection.

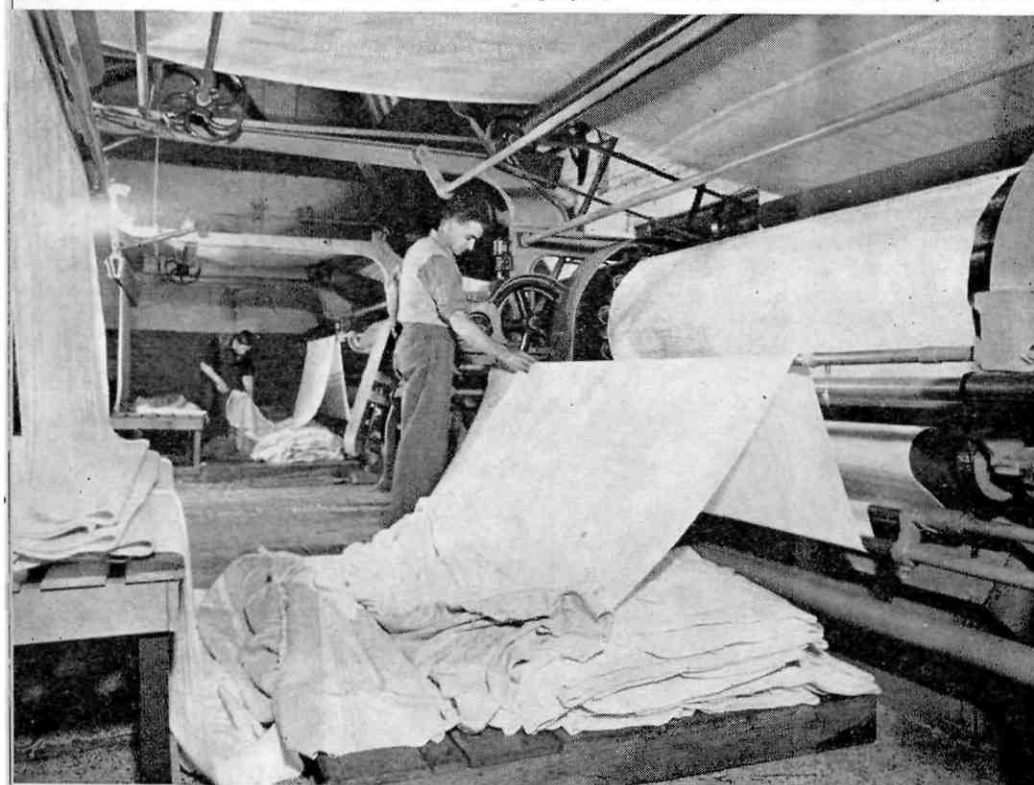
With the aid of a company-union so formed the employers were able to crush the miners' union after a ferocious battle. With the New Zealand trade union movement divided on the issue of settlement of disputes by arbitration or direct action, the outcome of this test of strength was perhaps inevitable.

Following the disastrous Waihi miners' strike, the then Federation of Labour convened a 'unity' conference early in 1913 in an attempt to end the inter-ecine warfare among New Zealand trade unions. Arising from this conference some degree of unity was obtained. In the industrial field, the United Federation of Labour was formed, whilst politically the Social Democratic Party came into being, reputedly to take the place of the former United Labour Party. Unity, however, was far from complete, the railwaymen, for example, withdrawing and carrying on with the United Labour Party. Nevertheless, the degree of solidarity achieved once more alarmed employers, ready as ever to see a threat in every sign of collaboration between employees, and again they wasted no time in gathering their forces to quell the threat to their security.

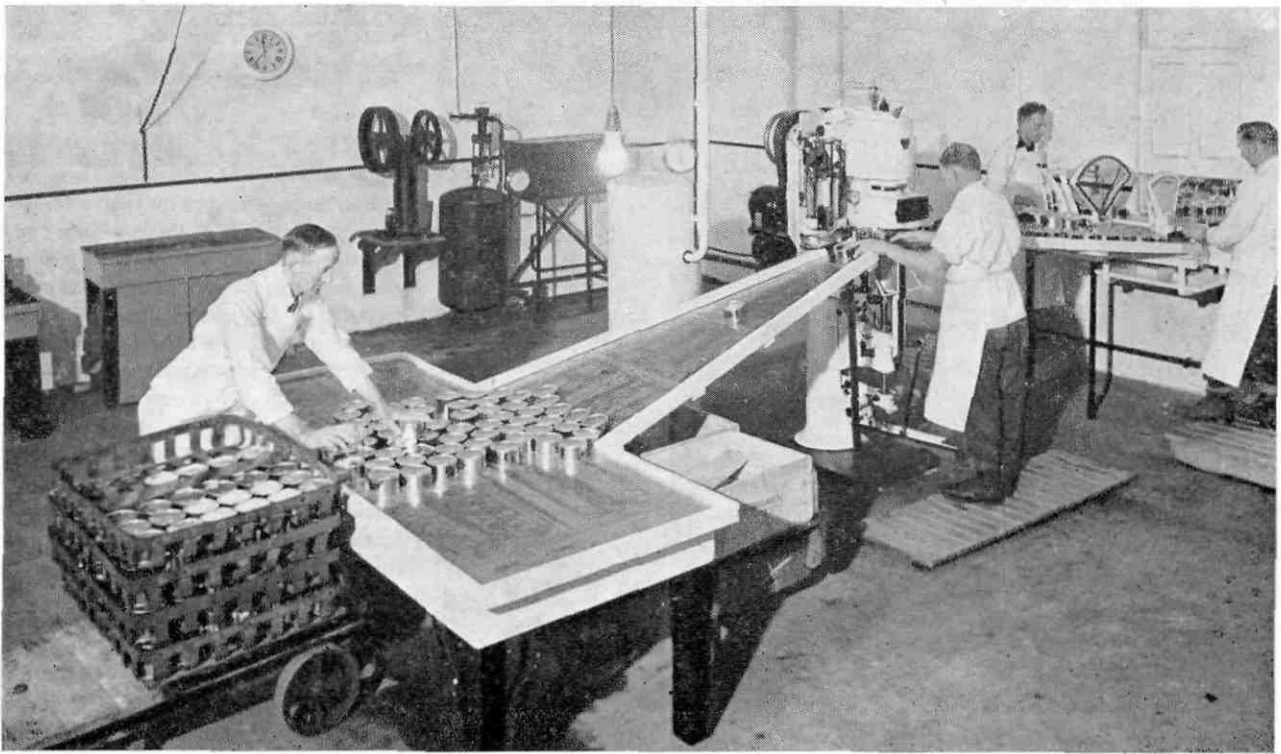
#### **Savage repression**

The time-honoured tactics of provoking the unions to action were again observed as in 1890, the very same that were to be used once more in 1951. Unions were manoeuvred into a position where they had no option but to take direct action. The final clash came in October 1913. A strike, beginning with the miners, spread to the waterfront. Once again, the direct action, into which the thirty-eight unions ultimately involved had been forced by employer tactics, became a battle ground for the country's trade union movement on which it again fought out inconclusively the old issue of submission to arbitration or direct action in the form of strikes. The strike was savagely repressed by the calling in of the 'forces of law and order', leaving bitterness and hostility not only between employees and employers but also between different sections of the country's trade union movement, some of which

*Woollen mills in New Zealand. Sheep-rearing and the manufacture of woollen materials are a major industry in the country, particularly in South Island (Photo by courtesy of the Office of the High Commissioner for New Zealand)*







Part of a fruit-canning factory, Hawkes Bay, New Zealand houses a wide range of industries and a total labour force of some 600,000. Of these, about half are members of a trade union (Photo by courtesy of the High Commissioner for New Zealand)

had supported the Federation's call for a general strike whilst others had opposed the strikers and, in some cases, even actively aided in the suppression of the action. Unity among the New Zealand workers' trade union organizations was stiff a long way off.

Dr. Sutch in his 'Quest for Security in New Zealand' sums up the situation at the end of the 1913 strike as follows: 'The employers had won again. Since their successful attack at Waihi they had consolidated their forces and perfected their organization while the workers were unifying their command to make a stand; the employers had forced on another strike, gained their objective and continued the battle until the complete exhaustion of the enemy.' The very thing set up to help the workers, the I.C. and A. Act, had been manipulated in such a way that the forces opposed to Labour were able to use it against the worker and subdue him in his attempt at emancipation.

With the failure of the Act to provide a generally satisfactory answer to the workers' need for just settlement of their grievances, New Zealand labour continued to form national trade-union bodies reflecting the deep division of

opinion on the issue of compulsory arbitration or full freedom to take industrial action. The Alliance of Labour, formed in 1919 and opposed to compulsory arbitration, was followed in 1937 by the New Zealand Federation of Labour. The constitution of this body was based on industrial unionism and the socialization of the means of production, distribution and exchange. Its affiliated unions included that of the New Zealand Drivers who had formerly belonged to the Alliance but had disaffiliated in 1926.

#### Walkout

The question of acceptance by the unions of the principle of compulsory arbitration was far from being settled, however, and came to a head in 1949 on the occasion of a strike of Auckland carpenters against an award of the Arbitration Court. Supporting action on the part of drivers and waterside workers followed, but the dispute found the Federation of Labour divided in its councils. Recriminations from the waterside workers followed on the pro-arbitration stand taken by the Federation and a walkout of a number of unions occurred at the 1950 Conference

of the Federation resulting in the expulsion of the waterside workers and the setting up of a rival federation, the New Zealand Trade Union Congress.

Speaking of this action on the part of a number of the country's unions, the *New Zealand Federation of Labour Bulletin* (October 1950) said: 'At the May 1950 Conference of the Federation of Labour, a number of persons, without a mandate from their unions, walked out and formed a rival union. The Carpenters' and Joiners' Union (6,339 members), the Freezing Workers' Federation (15,805 members) and the Waterside Workers' Union (6,832 members) have withdrawn from the Federation without a ballot of their membership.'

Of this breakaway movement, it may be said that there is little doubt that it was inspired by Communist elements striving to disrupt the bona fide trade union movement in the country. It was made possible by a combination of factors, each of which alone would not have been sufficient to achieve their purpose. Not least among these is the still existing division of opinion among trade unionists in the country as to the merits of the operation of the Industrial



Road transport services in New Zealand are operated by both the railways and private companies. This tourist coach has brought a party to the Hermitage, Mt. Cook, one of the many scenic splendours of this extremely beautiful country

Conciliation and Arbitration Act. In terms of practical trade union politics this may be put as: should a union register under the Act and thereby commit itself in advance to abide by a decision of a court of arbitration, or should it stay outside the ambit of the Act and retain full freedom to take industrial action with all that this implies?

The 1951 waterfront lockout and associated strikes did nothing to settle this question and a number of arbitration awards have frequently left the members of unions dissatisfied to the point of disaffiliating from the Federation of Labour. Affiliations continue, however, including re-affiliations of unions which left at the time of the 1950 break.

Today, membership stands at some 220,000 and, with the distrust in the minds of average trade unionists created by the tactics employed by the Communists in using and fostering industrial disputes for their own political ends, there is every indication that the climate of opinion in the country will tend more and more towards those bodies who have declared themselves openly in favour of democratic processes in the settlement of the workers' grievances.

#### Netherlands Road Transport Industrial Committee



THE NETHERLANDS ROAD TRANSPORT INDUSTRIAL COMMITTEE was established on 16 December 1955. Its main task was to promote the creation of works councils in the industry and to exercise general supervision over their activities. The Committee's first step therefore was to issue 'model' regulations regarding the constitution and operation of works councils as a general guide in this field and in order to ensure that the councils did nothing to contravene the provisions of the Works Councils Act. Section 2 of this Act lays down that road transport concerns with twenty-five or more employees shall establish a works council, and the Industrial Committee, having made a list of all the road transport firms concerned, sent them copies of the 'model' regulations, which had previously been drawn up as a reminder. Response would appear to have been generally satisfactory. No great difficulties have been experienced in the case of concerns operating both road and inland waterway transport as to which Industrial Committee they should come under. This point has been

satisfactorily settled by agreement between the two Committees concerned.

#### Ten thousand seamen needed



IF ALL THE VESSELS ON ORDER IN NORWEGIAN SHIPYARDS and due to be constructed by 1960 are manned by Norwegians, there will be need for at least ten thousand more Norwegian seafarers. This statement was made recently by Ingvald Haugen, President of the ITF-affiliated Norwegian Seamen's Union, who added that the manning situation on Norwegian vessels was already acute with about eighteen per cent of crews on Norwegian vessels being of a nationality other than Norwegian. Norwegian hiring halls usually carry about 1,300 on their books throughout the land to cover current replacement needs. Today, this figure is down to 400. There are hopes that sufficient new manpower will be available from 1958 onwards to cover the needs of the industry. In any case intensive efforts are being made to establish good training schools for new entrants to the calling.

#### Commission recommends bar on strikes in Colombo port



STRIKES AND LOCKOUTS should be barred in Colombo port. That is the view of a Commission of Inquiry set up by the Ceylon Government to enquire into labour disputes in the harbour. The Commission also suggested the establishment of an autonomous port administration authority to work within the general lines of Government policy and recommended that foreign advisers should be called in to guide the new authority on dock management and the organization of port traffic. The Commission's report is to be considered by the Government who declared strikes in the port to be illegal in an Ordinance at the end of November, 1956 which designated the port as an essential service. Colombo port had a particularly stormy labour relations record last year.

#### Four dry years



A TRUCK DRIVER found drunk at the wheel of his vehicle was instructed by an Austrian court to join a temperance club and remain a member for at least four years. The normal sentence of two weeks imprisonment was reduced to two weeks probation.

# International Transport Workers' Federation

President: H. JAHN

General Secretary: O. BECU

**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
- 163 affiliated organizations in 57 countries
- Total membership: 6,500,000

#### *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 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 • Australia • Austria  
Belgium • Brazil • British Honduras • Canada  
Chile • Colombia • Cuba • Denmark  
Ecuador • Egypt • Estonia (Exile) • Finland  
France • Germany • Ghana  
Great Britain • Greece • Grenada  
Hong Kong • Iceland • India • Israel • Italy  
Jamaica • Japan • Kenya • Lebanon  
Luxembourg • Malaya • Mauritius • Mexico  
The Netherlands • New Zealand • Nigeria  
Norway • Nyasaland • Pakistan  
Panama • Paraguay  
Philippines • Poland (Exile) • Republic of Ireland  
Rhodesia • Saar • St. Lucia • South Africa  
Spain (Illegal Underground Movement)  
Sweden • Switzerland • Tanganyika  
Trieste • Trinidad • Tunisia • Uganda • Uruguay  
United States of America





**EDITIONS OF JOURNAL**

INTERNATIONAL TRANSPORT  
WORKERS' JOURNAL  
INTERNATIONALE TRANSPORT-  
ARBEITER-ZEITUNG  
ITF NEWS (TOKYO)

EDITIONS OF PRESS REPORT  
PRESS REPORT  
PRESSEBERICHT  
PRESSMEDDELANDEN  
COMMUNICATIONS DE PRESSE  
COMUNICADO DE PRENSA

