



Volume XVII • No 8 • August 1957

8



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:

Bergen 19-21 September 1957
Fishermen's Conference

Frankfurt 14-15 October 1957
ITF Inland Transport Conference

Frankfurt 16-18 October 1957
International Railwaymen's Conference

Contents

	page
The United Nations report on Hungary, <i>by Omer Becu</i>	149
Chinese 'trade union' leaders put party first	150
The problem of the one-man bus	151
NMU welfare plan in 1956	156
Whale stocks diminishing states Norwegian expert	156
An Austrian merchant fleet?	156
Employment on Indian railways	156
Decasualization of dock labour in Japan	157
German floating fish plant	159
Dissatisfaction main cause of revolution, admit Hungarian Communists	159
The American railway carman	160
ILO expels Hungarian delegates	161
Communist deportations continue in Bulgaria	161
International Radio-Medical Centre busier than ever	161
Seamen's welfare - the Scandinavian experience, <i>by Fredrik Haslund</i>	162
National fishing institute for Italy	167
Tramwaymen strike in Czechoslovakia	168
Legislation on Indian road transport workers' conditions considered	168
Problems of returning Polish deportees	168
Cash travel allowances for British dockers	168
Little scope for whalers in South Africa	168
ICAO to improve Atlantic air radio-telephone service	168
Japan demands Russians release fishing boats	168
Anglo-Swedish agreement on social security	168

Our cover-picture: The problem of formulating adequate provisions covering the carriage of dangerous goods by road has been under discussion by an Economic Commission for Europe working party for some time past. The final draft of an agreement on the subject, covering the labelling and packaging of such goods as well as the construction and operation of the vehicles carrying them, has now been completed by the working party and will be ready for signature next month.

The United Nations report on Hungary

by OMER BECU, General Secretary of the ITF



THE MASSIVE INDICTMENT OF THE RUSSIAN COMMUNISTS AND THE KADAR RÉGIME embodied in the recently-published report of the United Nations committee which investigated the Hungarian revolution contains little that has not been common knowledge since the tragic days of November last year. That Krushchev and Kadar were guilty of duplicity and murder on a scale which left the world almost breathless with horror was so self-evident at the time that an 'official' United Nations narrative of the Hungarian tragedy might even appear to some as superfluous.

But it is the very 'official' nature of the report which gives it special value. Its authors are representatives of countries chosen for their impartiality in world affairs: two of the five – Ceylon and Tunisia – won their independence so recently as to make a charge of 'Western imperialist' leanings so ludicrous that even the Kremlin has been forced either not to mention them among the report's authors or to shake its head in sad bewilderment, as if in subscribing to the report they had suffered an unaccountable mental aberration. Valuable, too, is the sober way in which the report has been prepared, and issued. It does not read like an anti-Communist tract but rather like the summing-up of a judge before a jury: the facts are presented carefully, evidence weighed with any deficiencies clearly indicated and the jury is left to

draw its conclusions from the facts presented.

The facts being what they are, the verdict leaves no room for doubt. Over a number of years the Hungarian Communist Government installed, with the encouragement and help of the Russians, a system of Government which embraced a secret police system. Innocent people were arrested, tortured, dispossessed or murdered. Hand in hand with political, industrial and spiritual repression went an economic bureaucracy which spelled poverty for millions.

Hungary became a living hell and all the official assurances that it was really paradise failed to dam a flood of grievances and hatred for the régime which broke when it appeared that a country such as Poland had managed – to however slight a degree – to shake itself free from the tightest of its Russian shackles. And so to the last weeks of October.

The two features which drew most comment from the free world at the time – the spontaneity of the revolt and the self-discipline of those who conducted it – are confirmed by the committee's findings. The student's demonstration which sparked the revolution was at first orderly, an attempt to show support for the sixteen demands which the students had formulated. It was the intransigence and hostility of the Communist leaders which provoked a war which more far-

sighted, let alone democratic, politicians could have averted.

The students were rebuffed and peaceful demonstrators assaulted by the secret police. 'Insofar as any one moment can be selected as the turning point which changed a peaceable demonstration into a violent uprising, it would be at this moment when the AVH, already intensely unpopular and universally feared by their compatriots, attacked defenceless people . . . Hungarian forces were rushed to the scene to reinforce the AVH but, after hesitating a moment, they sided with the crowd. Meanwhile, workers from Csepel, Ujpest and other working class districts learned of the situation by telephone. They seized trucks and drove into Budapest, obtaining arms on the way from friendly soldiers or police, or from military barracks or arms factories known to them.'

Possibly to the surprise of many of those who had first dared to openly oppose the policies of the régime, an armed revolt exploded. On one side were the Hungarian people – or ninety-nine per cent of them – each individual with his own, private and real, reasons for overthrowing the tyranny, and on the other the Russians, the AVH and the Communist élite. For a few days the revolt prospered. The AVH were routed, the Russians appeared to withdraw, and Nagy took control of a Government more widely based than any seen in Hungary for many years.

Revolutionary councils were established and workers took control of the Government-owned factories. If anything is needed to make nonsense of the Russian pleas of 'counter-revolutionary' Fascists taking control of the revolt it is this development. The workers did not seek to return public industry to private hands: they sought only to secure real control of industries which on paper were theirs but which in reality were previously administered with a disregard for their interests more blatant than under any capitalist. They did not look to Fascism but to a socialism more



Mr Keith Shann, of Australia, who acted as Rapporteur for the five-member committee of the United Nations, set up by the General Assembly to investigate the Hungarian uprising. The committee's two-volume report was issued on 20 June

real than the mockery offered them under Rakosi. For the first time the 'Workers' Councils' were elected by the workers, for the first time industrial democracy was more than a sham.

An effort, a successful one, was made to prevent a noble revolution from degenerating into unbridled chaos. 'A number of revolutionary organs, the new political parties and newspapers all joined with the Government in its efforts to stop the last manifestations of lawlessness. A fact reported by many credible witnesses, however, was that no looting occurred. Although numerous shop windows had been destroyed, goods of value, including jewellery, lay untouched within the reach of passers-by.'

It was in this atmosphere of a 'general feeling of well-being and hopefulness' that negotiations were begun between the Government and the Russians on the withdrawal of Russian troops. A Hungarian delegation was invited to a banquet by the Russians. 'It was nearly midnight when the party was interrupted by the arrival of General Serov, chief of the Soviet Security police, who entered the room accompanied by MVD officers and ordered the arrest of the Hungarian delegation.' Russian forces then closed in on Budapest. 'It has been estimated that some 2,500 Soviet tanks and 1,000 Soviet supporting vehicles were in Hungary by November 3. All strategic centres, airfields, railroads and highways had been brought under Soviet control.'

The Russians have described the United Nations report as 'crude and disgusting'; in the sense that the report records the crude and disgusting Russian actions which followed, the description is apt. Kadar's defection from the Nagy Government and the abduction of the latter by the Russians (an action which the report cites as an example of the 'degree of his (Kadar's) subordination to the Soviet forces') were manoeuvres as crude as the physical assault on the Hungarians by the Russian troops, many of whom were apparently under the impression that the Suez Canal was round the corner with Western imperialists sheltering behind the Hungarian barricades.

The fighting lasted not long, but longer than anyone dreamt it could. The Hungarians fought for as long as they had ammunition. When the means of armed resistance were no longer avail-

able they resorted to industrial action in a series of general strikes but this weapon too cannot be used indefinitely and the threat of starvation drove them back to work, still hoping to cling to some of the gains they had made in the revolt.

The Russians ordered mass deportations. The committee could not give an exact figure but 'these (deportations) certainly run into thousands . . . a considerable number still remain in the USSR.' The Kadar Government systematically cut away what tender roots of democracy had been planted in Hungary's few days of freedom. 'The Hungarian people are being deprived of the exercise of their fundamental political right to participate in the function of government through elected representatives of their own choice.'

The months which have passed since November have seen Hungary dragged relentlessly back into the Communist darkness. The Kadar régime itself admits to one hundred death sentences; the number executed without even the formality of a Communist 'trial' may well be ten times as many. The Hungarian Communist Party has been 'reconstituted' in such a way as to return to power many of the old gang; the 'trade unions' are back in the WFTU fold; the secret police has been rebuilt.

What will come of the report? As we have already said, its impartiality will weigh heavily with world opinion. But world opinion is not held in very high regard by men such as Krushchev or Kadar. On the same day that the report was published a Hungarian 'court' either confirmed or imposed six death sentences: Mr. Kadar was thumbing his grimy nose at world opinion and with Russian tanks to back him he will continue to do so.

And it is all a little late in the day. At the time of the Russian aggression the ITF proposed a positive line of action in support of the Hungarian people's struggle. It would be vainglorious to suggest that a boycott in support of Hungary would have led to the early collapse of Kadar but its value as an economic irritant and—much more important—as a sign to the Hungarians that some at least were prepared to do more than send their condolences would have been out of all proportion to the amount of goods or services affected.

The ITF's course was not, it seemed, in

favour. Hungary died, the world wept its sympathy and the United Nations decided to investigate. They have now done so and done so well but this report is a post-mortem and one cannot help feeling that its subject need not have died.

Chinese 'trade union' leaders put party first



OPEN HOSTILITY BY CHINESE WORKERS towards their trade union leadership has been admitted in the Communist 'People's Daily' by Li Hsiu-Jen, Second Head of the Office of the National Central Trade Union. His report followed a two-month survey of trade unions in towns along the Peking-Hankow-Canton railway.

In many places he found that workers had invented nicknames for their trade unions like 'tail of the administration' or 'bureau for administering the workers'. When disputes between workers and their administrations became acute, he said, the workers always by-passed the trade unions.

The union leaders themselves did not know how to handle the situation, Li pointed out. They were Party members, subject to Party discipline. If they spoke for the workers they might be accused of 'syndicalism' or of 'drifting away from the Party', and they might even be expelled from the Party.

Li Hsiu-Jen told the 'People's Daily' that he had originally intended to collect a number of examples of how trade union leaders served the workers' interest, *but he had found the search unrewarding*. The leaders themselves were aggrieved because they ranked fourth in prestige, coming after members of the Communist Party, the administration and the engineers. These three groups all had the privilege — which the trade union leaders did not — of living in good houses and owning cars.

Li went on to describe the hardships suffered by transport workers in the port of Canton. They were usually too exhausted to work hard, and since their earnings depended on results their pay was low. They often preferred to malingere and draw sickness benefit instead. The doctors had been instructed — not by the administration, but by the trade unions — to send the sick back to work. Li Hsiu-Jen said that he was astonished to find that these trade union leaders were themselves former transport workers.



The problem of the one-man bus

SPECIFIC INTEREST ON THE PART OF THE ITF in the problem of the use in urban areas of passenger transport vehicles operated by a single person (driver-conductor) goes back to May 1954 when the secretariat sent out to affiliated unions catering for workers in the passenger transport industry a questionnaire seeking information on the various aspects of this type of operation with a view to collecting data which might serve as a basis for eventual consideration and action at international level. The attention of the secretariat had been drawn to this problem by the Belgian Union of Tramway, Suburban Railways and Omnibus Staff which was directly concerned with the effect on many of its members of a switchover from trams, carrying both driver and conductor, to buses on which an extensive and expanding use of one-man operation was envisaged.

Aspects of one-man operation of passenger vehicles on which information was sought from affiliates in European countries (for the purposes of this survey only a number of European countries were asked to supply data) were eight in all. They concerned the nature of the driver-conductors' duties, their working conditions, pay, pensions, effect on health and whether transport workers' unions in the various countries were pursuing any claims for special conditions to be applied to this type of work. No specific information was sought as to the extent of one-man operation in urban passenger transport, nor as to whether this type of operation was on the increase or limited, the survey con-

fining itself within the framework of the original questions posed by the Belgian union. Nevertheless, a number of general comments were received on this question enabling a fairly complete overall picture to be obtained of the nature and extent of one-man bus operations in urban traffic in European countries as well as the general attitude of the unions concerned towards this problem.

With the lapse of time, is it possible that some of the more specific information received may not represent a perfectly true reflection of conditions as they are today. Broadly speaking however the picture is unchanged and this article is attempting no more than to give an outline of the more significant

aspects of this problem on the basis of the replies received to the questionnaire sent out by the secretariat.

From the outset it was clear that the extent of one-man operation of buses in urban areas varied considerably, not only from country to country, but also within each country between town and town. This in turn had a bearing on the attitude of the unions towards this problem. Of the nine countries concerning which information was supplied only one – the Republic of Ireland – could be said not to be directly concerned with the question inasmuch as all buses in the country were two-man operated. Of the remaining countries, only incomplete data was made available in the case of Norway so that the picture as given here is based on conditions in eight countries: France, the Netherlands, Switzerland, Great Britain, the Federal Republic of Germany, Austria, Belgium and Sweden.

The performance by one man of the duties of both driver and conductor, clearly raises the question as to whether this combination of functions, normally performed by two men, constitutes a source of undue strain conducive eventually to a breakdown in health or pre-



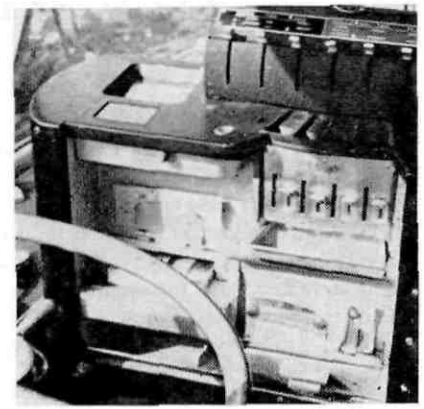
In supplying these photos the German Transport and Public Service Workers' Union pointed out that few German buses in service at the present time were as well equipped as the one shown here. In many cases buses had been put into one-man operation when they were quite unsuited for it, a practice against which the union has been protesting to the bus authorities for some time

The mechanical aids available to the driver-conductor are of prime importance in one-man operation. Here in some detail is an appliance used in Belgium.

- 1) A general view from inside the bus;
- 2) an exposed view of the complete machine;
- 3) the tickets are issued by pressing the appropriate lever;
- 4) the change-giving machine;
- 5) an electrically operated punch which is meant for use with multiple tickets



1



2

mature decline of physical powers. In this connection it has to be borne in mind that the pace at which such an employee is required to work is determined by the need to observe schedules. Such factors as the number of passengers he is required to deal with, i.e. the capacity of the bus, the type of ticket issued, the existence of mechanical devices facilitating the ticket-issue process and the availability of inspectors or other staff at key points or at peak periods to assist him, all assume added significance in this type of passenger vehicle operation.

Information received as to the capacity of the one-man buses used in urban passenger transport in various countries and towns in the same country serves to

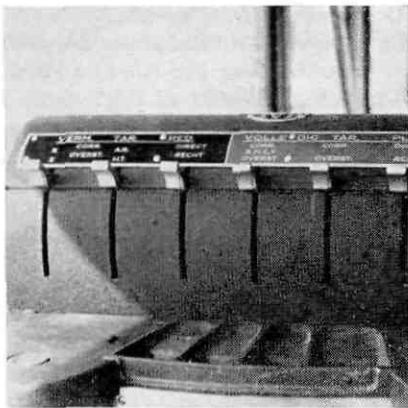
emphasize from the very beginning the existing divergences and the difficulty of applying a common denominator to this type of work. Thus in Great Britain only a limited number of one-man buses are operated in urban services with a capacity varying from twenty to forty seats. In Belgium the capacity range is fifty-five to ninety seats. This would appear to be the two extremes between which lie the capacities of the one-man operated buses in use in the other countries covered by the review. Thus in Sweden the figure is forty-five, which incidentally is the same as that for long-distance coaches. In Germany the range is fifty to sixty. In Switzerland, where the capacity-range is given as fifty to eighty, one hundred or

more passengers may be carried when regulations are not strictly observed.

This and the fact that in France for example one-man urban buses are operated only in Paris and Bordeaux (capacities being fifty to sixty in the former and eighty in the latter) raise one or two questions in connection with the driver-conductor problem to which the information on hand only partly supplies answers. Any fuller consideration of this question would therefore need more detailed data on a number of points which may be put in the form of questions as follows: to what extent are one-man operated buses in use in urban passenger transport services in your country a) in relation to the totality of towns,



One-man buses in England have been introduced on some routes, mainly in the country. The bus here can in fact be modified for two-man operation. On the left is a view of the ticket window. On the right, a view of the interior of the cab, showing the change machine, a power operated ticket machine and a microphone (Photos reproduced by kind permission of 'Modern Transport')



3



4



5

b) in relation to other forms of two-man operated services?; to what extent are these services operated by State, municipal or private enterprises?; to what extent may they be regarded as experimental or a permanent feature?; to what extent are the operation and introduction of one-man buses governed by regulations or legislation at local or national level?; to what extent have unions been consulted regarding the introduction or operation of these services, and to what extent are they claiming or able to claim consultation?; is this form of service static, on the increase or declining in your country and for what reasons?

As may be seen from the foregoing, there are a number of questions to which an answer may be sought by any union called upon to adopt an attitude to or formulate a policy on this type of passenger vehicle operation either because it is proposed to introduce or expand it or by reason of union-membership dissatisfaction with the operation of the system already in being.

From replies received to the Secretariat questionnaire on this subject there emerges the fact that one or two unions have been or still are in disagreement or conflict with the operating concerns on one or more aspects of driver-conductors' work. To that extent, therefore, this problem may be viewed as still a live issue apart from the fact that it is liable to become so where one-man operation is introduced in a town or country for the first time, or its sudden expansion or extension create conditions requiring a union to reassess or re-formulate its policy.

At the present time, according to the data available, one-man operation is practised to a widely divergent extent in European countries. In France, two

towns only employ this system, in the Netherlands, however, it is general. It is also very common in Switzerland, Austria, Germany and Belgium. In Great Britain, the significant fact emerges that the union concerned has reached an understanding with employers whereby this kind of operation will be applied only to a limited extent. Equally significant is the fact that in Switzerland, where all municipal undertakings operate one-man buses, Zürich has abolished one-man working throughout the entire urban network. These facts raise the question: to what extent has one-man operation been abandoned, and for what reasons? Did the latter include trade-union pressure? To what extent has a proposed or existent one-man system been modified by union action?

An answer to the first question is supplied by the Swiss Union of Public Services Employees (VPOD), which informs us that it opposes one-man operation in principle and that in 1945 by threatening strike action it was able to secure the abolition of one-man operation on the entire passenger transport network of the town of Zürich. Subsequent attempts to re-introduce it broke down when faced with organized opposition from the union. In 1953, attempts to extend the system in Bern and St. Gallen were also successfully opposed, whilst in 1954 the municipal transport authorities of Lucerne were also made to think twice about extending one-man operation of their passenger transport vehicles.

The pay and working conditions of driver-conductors obviously have a very close bearing on the extent to which unions find this form of operation acceptable to their members or otherwise. The term 'conditions of work' may be understood to include hours of work, the

nature of the extra work involved (types of ticket issued, existence of mechanical aids or other arrangements facilitating the driver-conductor's task) and pension and retirement arrangements. The extent to which these latter are company-imposed, union-negotiated or a mere carry-over from other forms of operation, and the extent to which they are subject to statutory regulations (e.g. as regards maximum permissible loads) are also matters which merit study for a full appreciation of the problem.

Generally speaking, driver-conductors get higher rates of pay. This is true of all countries covered by the review with the exception of Sweden, where uniform rates are in force irrespective of the type of operation. The extra remuneration takes different forms, however, not only as between countries but also from place to place in individual countries. It also varies considerably in amount and basis of calculation, in most countries being neither general nor uniform.

In Great Britain the rate is fifteen per cent above the driver's rate in the municipal section of the industry. In London the driver-conductor gets £1 a week extra, whilst the rate varies from 1d. to 3d. an hour extra in the case of the private provincial companies. In Germany the difference averages out at DM 20 a month and is paid by nearly all operating companies. In Austria, no higher rate is paid to driver-conductors of buses operated by private companies or municipal enterprises, including that of Vienna, but in the case of the passenger vehicles operated by the State Railways, an allowance is made to conductors (including driver-conductors) responsible for the handling of cash and who are required to make good any deficiencies.



An experimental one-man bus built for use in Dundee, Scotland. It was designed on American lines and some modified American equipment was used. Passengers pay a flat-rate fare by inserting their coins in a meter; no tickets are issued at all (Photo reproduced by kind permission of 'Modern Transport')

hours at the wheel.

In the matter of retirement age, it can be said right away that in no country covered by the review is the retiring age set any lower for driver-conductors. It is significant however that in one country at least – in Great Britain – there are cases in which men between the ages of fifty-five and sixty-five volunteer for this type of work. The deciding factor here, apart from the higher wages paid, would appear to be the low capacity of the buses used on this type of operation which varies from twenty to forty seats. This raises the interesting point as to whether one-man operating is primarily an economy measure on the part of the operating company or essentially justified, or justifiable from the operator's point of view, by reason of the type of vehicle, the nature of the route and passenger traffic thereon, and the existence of facilities and devices lightening the burden of work. Any fundamental study of this problem would require more detailed information on these points than answers to the Secretariat enquiry have made available. Examples of the acceptance of the principle that the volume of traffic may be a deciding factor in one-man operating come from Switzerland where in a number of towns one-man operating switches over to two-man during peak periods or assistance is given by a ticket inspector during rush hours. No further information is available however as to the existence elsewhere of this modified form of one-man operation.

No consideration of the driver-conductor's work-load would be complete without data on the ticket-issuing process. The study, which sought information on the type of ticket issued without going into the nature of the divergences, if any, from the process on two-man vehicles, revealed that in some cases at least, driver-conductors are required to issue various types of tickets, the inference being that no attempt had been made to simplify the process. Thus in the case of the Netherlands the driver may be called upon to issue single, inter-

This amounts to five per cent of receipts with a maximum of 210 schillings a quarter. In the Netherlands, the rate of pay is four per cent higher, but only in the case of Amsterdam, Rotterdam and the Hague.

In Switzerland, where all municipal authorities, except Winterthur, operate bus services which are to a degree one-man operated according to local conditions, an allowance is made in the case of three towns: Bern (Sw.frs. 100 a year), Lucerne (Sw.frs. 300 a year in the case of buses and trolley-buses), and St. Gallen (Sw.frs. 0.50 per hour). One-man operation is found in Winterthur to a very limited extent – on one trolley-bus route and only partly. Extra compensation is at the rate of Sw.fr. 1 per hour. In Belgium, one enterprise pays wages five per cent higher for one-man operation. This also applies to the town of Ghent. Another major transport undertaking pays an allowance equivalent to four per cent of normal wages.

In all countries, according to the survey, there is no difference in working hours between conductors and drivers on the one hand and driver-conductors on the other. In Austria and Great Britain, however, driver-conductors are allowed a longer period for signing on

and off. Similar arrangements have also been negotiated in Belgium whereby the normal working day of eight hours has been reduced to seven or seven and one-half hours at the wheel, the remaining time being considered 'preparatory' work. In a number of other Belgian enterprises of minor importance, daily working hours in one-man operations vary between seven hours fifteen minutes and seven hours thirty minutes.

The extent to which one-man operating places an extra burden on staff is also a matter varying considerably in the various countries according to local and national conditions and is consequently difficult, if not impossible, to assess with any degree of certainty. In connection with this aspect of one-man operating, hours of work, type of vehicle driven (i.e. capacity), the existence of facilities and devices designed to lighten the driver-conductor's work, and the age of retirement have a close bearing on the problem.

We have already seen that in most countries no extra consideration is given to the added strain under which a driver-conductor works in the form of reduced hours. Only in a few cases is he allowed more time for signing on and off with a consequent slight reduction of actual

line, workmen's and school season tickets. In most countries drivers are required to issue multiple-rate tickets. Mention is made of mechanical devices introduced to lighten the work-load. We learn that, in Belgium, ticket machines are increasingly put into service to facilitate work. In Great Britain tickets (single or return) are issued in some cases only. Otherwise cash is deposited in a machine and no ticket is issued. The extent to which automatic ticket machines may have proved their value in this type of operation becomes problematic, however, when we are informed from Switzerland that these machines were tried there but without success. Obviously there are significant differences in the work-load of driver-conductors in the various countries according to a number of factors of which ticket-issuing is but one. Just how much importance the latter assumes in the overall picture can be determined only at local or national level in the light of the particular process, or processes, observed which in turn are determined by such factors as fare structures which may allow of simplification only to a limited extent. Here again, however, no specific information was sought as to whether the question of simplifying the process had been taken up with the operating companies in connection with the introduction of driver-conductors.

The wide diversity of conditions in the various countries which submitted replies to the questionnaire on one-man operated vehicles must clearly be taken into consideration when assessing the answers received to the question regarding the extent to which one-man operating causes overtaxing of physical powers and leads to premature loss of working

capacity. Obviously, when the British Transport and General Workers' Union in its reply states that it has no reason to fear either over-taxing or a premature loss of working capacity, its assertion is based on conditions as it knows them and on the assumption – or knowledge, based on the negotiations it has had with employers – that this type of operation will not be expanded beyond certain defined limits. In this case the driver-conductor enjoys a number of advantages and safeguards: vehicle capacity is between twenty and forty and no standing passengers are allowed; all the mechanical aids possible have been obtained; agreement has been reached to limit this type of operation; higher wages are paid; and time at wheel is reduced by a greater period for signing on and off being allowed.

Clearly these conditions are not true of all countries and the extent to which one-man operating constitutes a problem in any given country is largely determined by the conditions imposed by the companies operating the services. Thus overstrain, leading to premature loss of working capacity, will certainly be present in those countries where driver-conductors are used on vehicles of a larger capacity, where the no-standing rule does not exist or is ignored at the very times when it should be stringently enforced, where the ticket process is complicated and where no mechanical aids exist.

It is probably the presence of these factors, in whole or in part, that have induced unions in a number of countries either to oppose the introduction of one-man vehicles from the very start or insist on special working conditions for this kind of work. Claims have been

successful only to a modest extent and it is clear that the one-man driver issue will continue to be made the subject of future claims in a number of countries until a measure of satisfaction has been achieved.

Shorter hours and higher wages or special allowances figure largely in practically all union claims. In addition to those in Great Britain mentioned above, successes booked so far include higher allowances in Paris (described as 'insufficient'), a shorter working day in Geneva (elsewhere claimed without success), and limitation of application of one-man operating in Lucerne. (Mention has already been made of the successful way in which the Swiss union opposed the introduction of dual-capacity operating in certain municipalities.) In Belgium, a certain number of improvements have been obtained, but, as the Belgian union points out, 'they have been far from satisfactory'.

The German union has a number of claims which await final and satisfactory settlement. We list them here as typical of the number of remaining points requiring attention before the problem of one-man operating can be considered solved in all its aspects. They include: different working schedules from those in two-man working (the question of a split shift being a particularly thorny subject); no compulsion on a driver to take up dual-capacity duties, and facility of withdrawal at own request without prejudicial effects; introduction of dual-capacity working only on routes with low density traffic; compulsory equipping of vehicles with certain mechanical devices to lighten the driver-conductor's work; and simplification of the ticket issuing process.



One-man operation is widespread in Switzerland but attempts to extend its application have met with strong trade union opposition. It was in fact abolished in the Zurich urban network after the Swiss Union of Public Service Employees had threatened strike action

In this connection, mention may also be made of the 'One-Man Charter' recently drafted by the union representing a number of busmen employed by the Plymouth District Council in Great Britain. With one-man operation recently extended in the district, resulting in the negotiation of a pay differential of fifteen per cent, a number of staff safeguards have been submitted to the operators with the object of protecting the interests of staff affected by the conversion to one-man operation.

The proposed safeguards are six in number as follows:

1) Guaranteed employment for twelve months at unchanged pay for staff made redundant by the changeover;

2) Payment of a subsistence allowance of £2 10s. a week where lodging away from home is made necessary;

3) Free travel between home depot and place of work once a fortnight *by the most convenient method*;

4) Seniority to remain unaffected in the case of staff transferred as the result of one-man operation;

5) Amendment of restrictions in drivers' training schemes preventing certain conductors from being trained as drivers; and

6) Cessation of recruitment during existence of redundancy resulting from introduction of one-man operation.

During its November 1956 Conference, the ITF Road Transport Workers' Section discussed one-man operation in urban passenger transport on the basis of the replies received to the questionnaire earlier sent out by the secretariat. The various aspects of this problem were summarized by the rapporteur, Brother J. Geldof of the Belgian Union of Tramway, Suburban Railways and Omnibus Staff. The opinion was generally held that, owing to the wide divergences in conditions between countries and localities within the same country, the emphasis of activity should remain at national union level. A resolution to this effect was adopted by the Conference in which the view was also expressed that certain aspects of the repercussions of one-man operation warrant an examination at international level.

This present article represents a broad summary of the various aspects of the problem on the basis of information hitherto assembled and makes a few suggestions as to the lines along which a more intensified study of this question might be pursued.

NMU welfare plan in 1956



OVER \$2,000,000 WAS PAID OUT IN WELFARE BENEFITS in 1956 under the US National Maritime Union Welfare Plan. The benefits covered a wide range of payments for life insurance, accidents and hospitalization both for seafarers and their dependents. 11,584 claims were met. In the first five years of the Plan's operation \$10,430,125 has been paid on a total of 48,587 claims. The Plan is financed by the employers, the current contribution rate being forty-five cents per employee per day.

In addition to these contributions the employers pay forty-five cents a day to the Pension trust and twenty-five cents a day to the Union's Employment Security Plan. The Pension Plan, which provides a standard pension of \$65 a month for seamen after sixty-five years of age who have twenty years' service (together with a disability pension and variations for those retiring before sixty-five or without the required length of service), paid out \$443,275 to 911 pensioners in 1956.

The Security Plan, which provides supplementary unemployment benefits, was established in June 1956.

Whale stocks diminishing states Norwegian expert



IN A STATEMENT made during the Ninth Conference of the International Whaling Commission, Professor Ruud, technical advisor to the Norwegian delegation said that analyses carried out in Norway to determine the age of the whale by studying the baleen seem to indicate that the approximate annual whale mortality in the Antarctic is twenty-seven per cent, from both natural causes and hunting. This is a mortality rate which will diminish the stock of whales, he said.

According to Professor Ruud, the international whaling authorities must realize that the quota of 14,500 blue-whale units which was the limit last year must be still further reduced. In this connection it is pointed out that conclusions reached by British research workers from entirely independent analyses and based on different methods of research are the same.

This, however, is the purely scientific approach, added Professor Ruud. Due consideration must also be given to commercial interests of national whaling industries. If the quota is set too low,

they cannot make a profit and consequently cannot carry on business. The Norwegian industry held the view that it would be unreasonable to cut down the quota before an agreement is reached with regard to international control by observers placed on whaling vessels.

An Austrian merchant fleet?



ACCORDING TO THE WELL-FORMED AUSTRIAN JOURNAL 'VERKEHR' two recently-formed Austrian shipping companies are negotiating for the purchase of eight American Liberty ships. The negotiations are being conducted through the Austrian Embassy in the United States. The two companies concerned are said to intend to use the ships for the tramp trade between Europe and America.

An Austrian merchant marine flag law has already been passed but other legislation is still needed. Austria has not had a merchant fleet since the end of the First World War although at one time the Austro-Hungarian Empire, as it then was, was a maritime power of some importance.

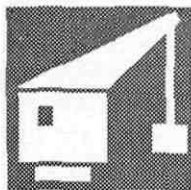
At least thirty per cent of Austria's exports are carried at the moment in foreign-flag ships. The fact that Switzerland - likewise a land-locked country - has made something of a success with its small merchant fleet is said to have encouraged those in Austria who wish to see the re-establishment of a national merchant marine. Trieste has been mentioned as the fleets' home port (the companies are based in Vienna) but a firm decision on this point has not been taken. Trieste is the traditional outlet for Austrian trade but modern circumstances may persuade the owners to look elsewhere.

Employment on Indian railways



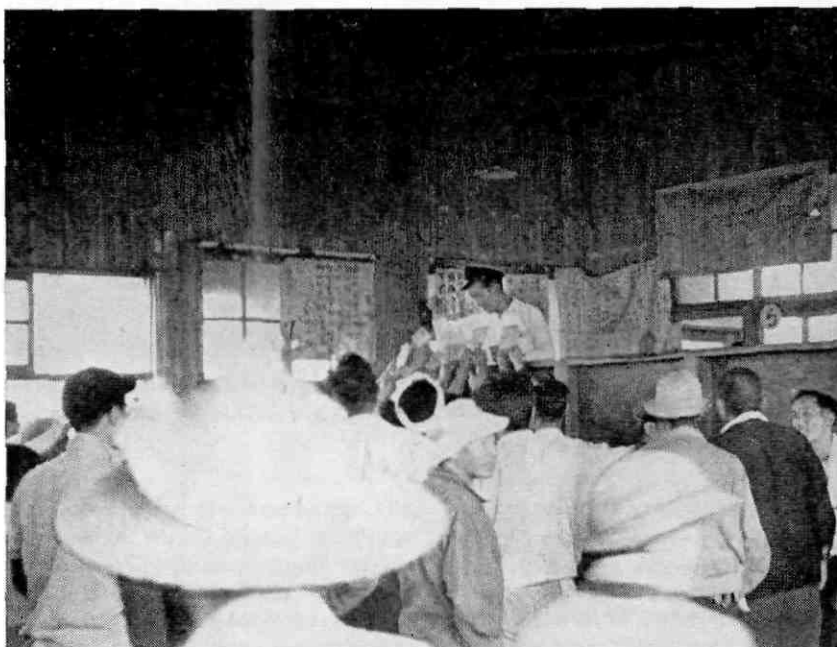
THE STATE-OWNED INDIAN RAILWAYS are the largest single employer of labour in the country. Figures for the financial year 1955-56 show that 1,027,162 railwaymen (temporary and permanent) were employed in that period, an increase of almost 44,000 over the previous year. Statistics showed, too, that pay had risen in the year. The average yearly pay of Class III workshop and artisan staff rose from 1,623 to 1,625 rupees (there are 13.33 rupees to £1 and 4.76 to US \$1) and for the same category in Class IV from 1,034 to 1,058.

Decasualization of dock labour in Japan



IN THE AUGUST-SEPTEMBER 1956 ISSUE OF THE ITF JOURNAL we published an article by J. F. Soares, Director of the ITF Asian Office, describing the working conditions of dock labour in Japan. In that article, based on material obtained from union and other sources, the author stressed the crying need of Japanese dock workers for a dock labour decasualization scheme, comparable with that operated, for example, in Great Britain, and which would offer the country's 110,000 dock workers conditions of work very much more compatible with the dignity of labour than they at present enjoy. The All-Japan Dock Workers' Union (Zenkowan) has long been pressing for legislation in the field of decasualization of dock labour and the present article, outlining working conditions in Japanese ports and the progress made up to date towards realization of a decasualization scheme, is based on material supplied by the union for consideration by the Workers' Group at the sixth session of the Inland Transport Committee of the ILO in Hamburg during March of this year. The Japanese submitted this paper in the hope of calling world attention to the low standards the Japanese dock workers are forced to accept as a result of the economic conditions in the country's port industry and of the lack of a system of control to prevent excesses and abuses in the handling of port labour.

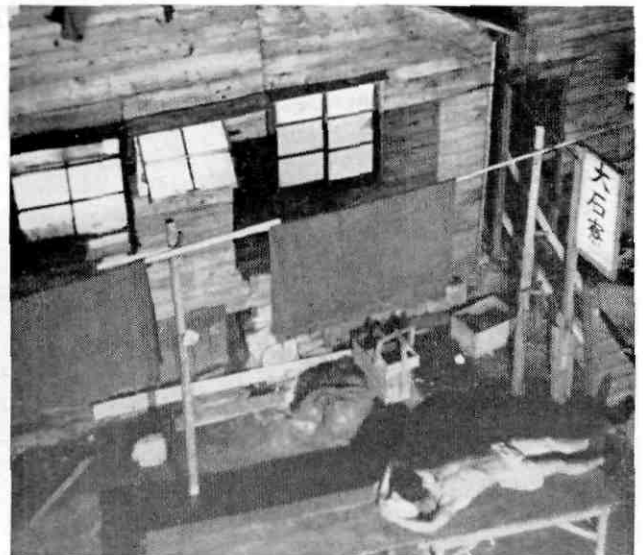
In December 1952, the All-Japan Dock Workers' Union (Zenkowan) in conjunction with Sohyo, the national trade-union centre with which it is affiliated, submitted a petition to the Japanese Diet asking it to enact as speedily as possible legislation introducing a decasualization scheme for dock labour in the country in accordance with recommendations of the Inland Transport Com-



A scene in a 'Public Employment Security Office', a sort of labour exchange. A dock labour 'broker' stands on a platform while men clamour to offer him their cards. There are 149 'brokers', or in other words sub-sub-labour contractors, in Kobe alone



Another 'broker' at work, this time outside in the street. He can be seen squatting with his back against the wall, pad in hand, waiting for his 'customers' from whom he will draw a good 'commission' of twenty-five or thirty per cent of their wages



Low wages, irregular work and 'gang-boss' extortion mean that many Japanese dockers live in deplorable conditions. On the left a group can be seen sleeping in a tunnel. On the right is a doss-house, typical of many and owned often by the gang bosses themselves

mittee of the ILO in 1949. The petition went unheeded.

That there is a crying need for such a scheme emerges only too clearly, however, when Japanese dock labour conditions are passed briefly in review.

Estimates vary as to the exact numbers engaged in the docks. This is not surprising when one learns that the casual labour force outnumbers the regular dock workers by about 3:1. The total force available would appear to be somewhere between 80,000 and 110,000, mostly concentrated in six major ports: Kobe, Yokohama, Osaka, Nagoya, Tokyo and Moji.

This vast force of dock labour is 'employed' by some 1,800 operators ranging from the big company dock labour enterprise, with a working capital of many millions of yen, to the 'boss' with some 16 workers owing him 'allegiance'. In between are numerous dock labour contractors and sub-contractors; often as many as three of these intervene between work-order and work-gang, and each gets his 'cut'.

The port of Kobe may be taken as typical of the conditions prevailing in all Japanese ports. In Kobe the nominal dock labour force numbers 7,500, including both regulars and casuals. Utilizing the services of these workers are five major stevedoring companies and twelve major sub-contractors. The latter in turn farm out work-calls among a total of 149 'sub-sub-contractors', usu-

ally 'gang-bosses'. It is the latter who are the 'de facto' if not the 'de jure' employers of dock labour. Payment of wages is made through them and it is generally admitted that their 'cut' is anything between twenty-five and thirty per cent.

A peculiar feature of dock labour employment in Japan is the extent to which the casual labour is 'bonded' to a gang-boss by many and intricate ties reminiscent of the boarding and lathi-houses of seamen in some Asian countries. In every port, a large proportion of the dock labour force is made up of casuals who by reason of economic and social conditions are obliged to live in doss-houses maintained and managed by gang-bosses. These doss-houses are therefore for the gang-boss owners a source both of profit from the rentals derived and of control over a large body of labour 'potential' – a control which is rigorously exercised.

Faced with these conditions in the country's ports, the All-Japan Dock Workers' Union sees little hope of improvements except by bringing the maximum pressure to bear on the government to introduce legislation curbing the arbitrary exercise of economic power by the stevedoring contractors and the host of intermediaries deriving a parasitical existence from the industry. Such legislation, bringing order out of the industrially feudal conditions at present prevailing must, it argues, lay down and

ensure the strict observance of dock labour decasualization. At present, working conditions in the ports are covered by the all-embracing Labour Standards Act, omnibus legislation enacted in 1947, excellent in intent but worthless to the dockers by reason of the extent to which its provisions are ignored or circumvented by the bosses (doubtless with the partial connivance of the dockers themselves under the compulsion of economic necessity).

In seeking a remedy for the unfavourable conditions of employment in the port industry through the medium of legislation, the union is fully aware of the forces arrayed against it. Following the 1952 petition, the Socialist members of the Diet tabled a Bill in March 1954 designed to regularize dock labour employment in the country. This however remained undebated, receiving no place on the legislative roster for the session. This was clear indication that the government, in spite of its assertions to the contrary, is influenced by vested interests desiring no change in the present system of dock employment. A deliberate and systematic campaign against any change has in fact long been carried on by port enterprises. The extent to which the government is failing to ensure the implementation in port work of the working hours provisions of the Labour Standards Act is also evidence of its unwillingness to 'interfere' in industry. As far as the dock workers are con-



For thirty yen (about 7 US cents) a docker can buy himself a meal of rice, pickles and vegetables at the street foodstalls. The conditions under which they eat are deplorable

cerned, the only effect of the provisions of the Act, which lays down the eight-hour day and forty-eight-hour week for industry generally, is that they are paid for a legally-stipulated eight-hour day when actually they more often than not work a twelve-hour day. Such blatant infringements of the law are possible because of the laxity on the part of the enforcing authorities, doubtless a reflection of the government's solicitude for small-scale enterprises – a feature peculiar to Japanese industry.

In spite of the opposition from the stevedoring enterprises and the government's apparent indifference, some little progress has been made towards regularization of port labour. In June 1956, the Diet agreed to a Bill on decasualization being tabled. Work on the Bill, however, got no farther than the Policy Committee stage. Not being considered important enough in the government's legislative programme, it failed to reach the floor. A gain has nevertheless been registered in that the government has set up a tripartite Dock Labour Study Com-

A dockland scene at Kobe, with the rows of food stalls lining the passage-ways between the warehouses. There are about 7,500 dockers at Kobe, including both 'regulars' and 'casuals'. The highest estimate puts the total present-day Japanese dock labour force at 110,000 men, mostly concentrated in six ports: Kobe, Yokohama, Osaka, Nagoya, Tokyo and Moji

mission to investigate port conditions. At the time of writing, this Commission is still engaged on its task. In all probability it will be a long time yet before its conclusions see the light of day, and a longer time still before its recommendations are put into effect – if indeed they are acted upon.

The All-Japan Dock Workers' Union, in spite of the discouragingly slow progress made, still entertains the hope that the Japanese government, made aware of world labour opinion, will in the not too distant future enact legislation decasualizing dock labour in Japan along the lines recommended in the ILO Resolution on this subject.



Dissatisfaction main cause of revolution, admit Hungarian Communists



THE ORGAN OF THE HUNGARIAN COMMUNIST PARTY 'NEPSZABADSAG' has admitted indirectly that the dissatisfaction of workers with the trade unions before the revolution was one of its most important causes. It stressed that 'from 1949 and 1950... the prestige of the trade unions... began to diminish... the Communists working in the organs of the trade unions closed their eyes to the fact that the weaknesses of certain functionaries were considered as general faults of the trade union movement... The independent organizational life of the trade unions was more and more often violated and the elected leading organs were directed by orders from the government. The trade unions lost their prestige in the eyes of the workers because the fight to protect their interests was neglected.' In the same article, the paper also referred to the fact that the majority of the population is non-Communist.

German floating fish plant



THE GERMAN DEEP-SEA FISHING CO-OPERATIVE COMPANY has put into service a floating fish plant, a ship – the 'Heinrich Meins' – housing two machines which fillet and deep-freeze the catch from the company's boats at sea. The machinery is housed below deck and the crew can therefore work protected from the weather. The company has twenty fishing vessels and in the past year its total catch was worth DM 18 millions (about £1,500,000).

The American railway carman



THE LAKE SHORE LIMITED ROLLED SLOWLY ALONGSIDE THE PLATFORM of the New York Central station at Harmon, N.Y. Having travelled from the Grand Central under electric power, the locomotive must now be replaced by a diesel powered engine. She had hardly come to a halt when two men clad in overalls clambered in behind the locomotive one on each side and quickly set to work uncoupling the steam, brake and signal lines. The ring of hammer on steel couplings mingled with the popping of parting air hoses as they finished their work in the minimum time required. Assuring himself that his partner was in the clear, the man on the platform side stepped back and signalled the engineer for slack on the coupler. As the locomotive came back slowly on the pin he pulled upward sharply on the cut-lever and gave a forward signal with his free hand. The engine crept forward, the knuckles parted and the train was left standing minus a locomotive.

The man in the overalls turned as a porter tapped him on the shoulder.

'Can you bring a screw-driver and come with me for a minute? We have a little trouble in my car.'

Calling to the man in the 'ditch' to signal the diesel back, he reached into a nearby tool box for the screw-driver and followed the porter. 'What's the trouble?' he asked.

'A woman has herself locked in her compartment and can't open the door.'

The man grinned as he went to work with quiet efficiency on his lock-picking

assignment. In something less than two minutes a pale, somewhat frightened middle-aged woman breathed a sigh of relief and murmured a word of thanks as she emerged from her temporary imprisonment.

Unusual? Not at all. It's all in a day's work for the man in the soiled overalls with the ever-present hammer.

Known far and wide in the trade as a carman, his actual title on a railroad roster is 'railway carman'. Probably the most versatile of all railroad mechanics, he must be thoroughly qualified to in-

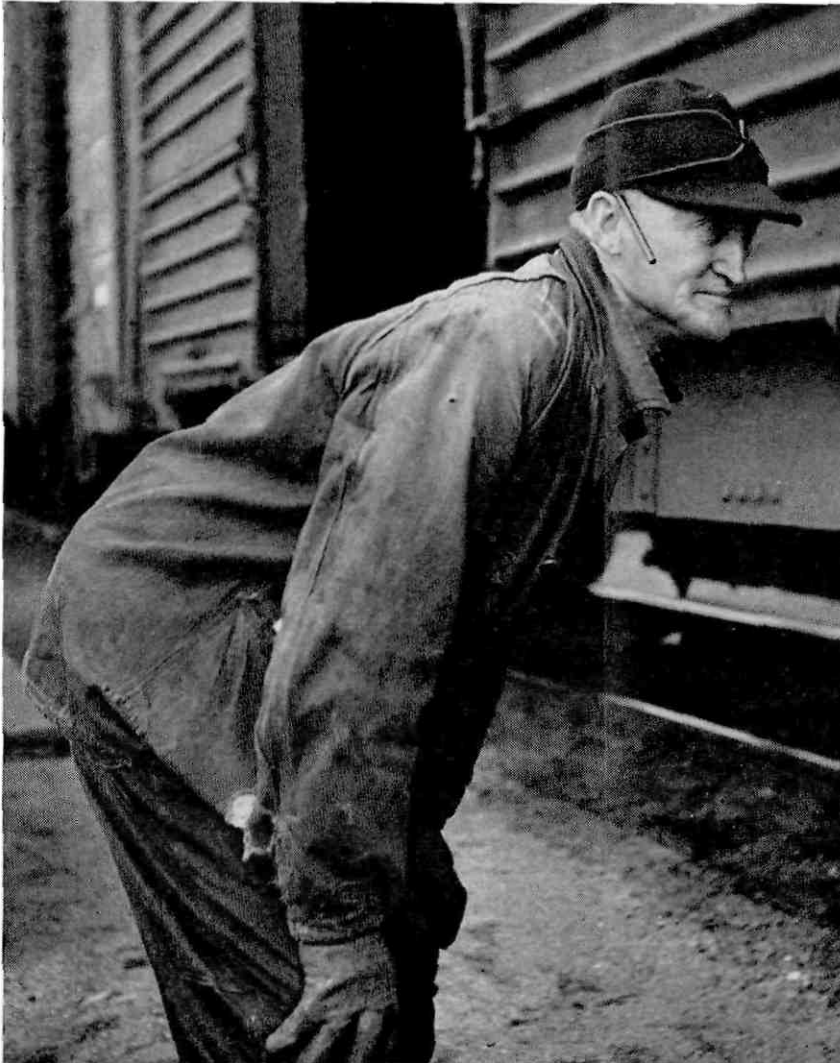
spect and repair any and all car equipment. From a lumbering box car or an especially designed tank for the transportation of acid to a sleek, streamlined observation car or a private car for railroad officials, every vehicle of railroad transportation is dependent upon the watchful eye and the trained hand of the carman.

There is not a single car riding the rail that is not a potential job for this Jack of all trades. It may be a hot box on a remote siding, a parted coupler at a busy switching point, sticky brakes on the main line or any one of hundreds of possible emergencies, but you can depend on the carman to come up with a solution. A freight train of eight cars is waiting for a brake test, the steamline is frozen on a crack liner, the knuckle is jammed in a caboose coupler. 'Call the carman, man, call the carman.'

Perhaps the best place to witness the real versatility of his many talents is a cripple yard or repair track. This is where they separate the men from the boys, where a real carman comes into his own. Let us simulate a tour of a typical yard on any given work day.

One end of a box car might be seen standing on jacks, horses on either side for added protection. Two men are busy taking a Bettendorf truck apart to replace flat wheels. With hammer and punch, pins are removed from brake beams, levers and bottom rod. Brake shoes are dropped and then the brake beam itself comes out. The bolster is jacked with chain and block, truck springs are taken out, brasses and wedges are removed from the journal boxes and the spring plank is lowered to the rail. The bolster is jacked down, the side frames edged out to clear the journals and the wheels are ready for removal. New wheels are brought in and placed and the procedure is begun again in reverse. Many improvements have been made in railroad equipment and procedure but there is only one way to take apart this type of truck. Strain your back and swing your hammer. And you might throw in a prayer or two that your jacks don't tilt and the bolster doesn't drop as you try to remove the side frames.

On an adjoining track another team of repairmen have just removed a coupler and lowered the yoke from beneath



a car preparatory to removing a broken draft gear. This job is not recommended for weak backs.

Atop another car a man is bolting a running board saddle to brackets while his partner saws the boards to the proper lengths. These in turn will be marked and holes drilled with brace and bit before being bolted down and the job completed.

All over the yard workers are engaged in a myriad of essential labours. Brake shoes are removed and replaced with new ones, ware plates are inserted in slack brake heads, knuckle lock lifters are changed, hand holds and grab irons are straightened, air brake equipment is removed, cleaned, repaired and replaced. Everywhere there is evidence of the complex industry which keeps railroad cars rolling.

In a far corner of the yard an old coach is being converted into a classroom for apprentices. On one end of the car a man is welding a cracked head block while two others stand by to replace the coupler. On the far end a repairman in goggles is burning off rusted

bolts with an acetylene torch while his helper brings new bolts from the store-room. A man stands on a ladder replacing shattered window panes with glass he has just finished cutting. Inside the car a man is busy setting up desks while nearby another is assembling still more desks from pieces which have been prefabricated by still another carman. Metal strips are being inserted in window frames, the completed end of the car is being painted and overhead the roof of the car is being repaired and tarred.

From this diversified scene draw a composite picture of one man, if you can, and you will have a carman. Carpenter, welder, plumber, riveter, blacksmith, steamfitter, crane operator, sheet metal worker, rigger, painter; put them together into one bundle of muscle and you have the railroads' Jack of all trades, the carman.

And, oh yes, he can also read and write. He must make out his own reports.

(Reproduced from the Journal of the US Brotherhood of Railway Carmen)


ording to reports reaching the West. Western observers estimate that by the time the deportations are complete, more than 10,000 persons will have been displaced.

There is no appeal against the eviction orders, which are generally served by the police in the middle of the night. Deportees are told that they have from three to ten days to leave the capital, but in some cases they are loaded on to trucks without delay and taken to villages in the interior.

The action seems to be more an attempt to frighten the population as a whole than a campaign to remove dangerous elements from the scene. Many branded 'fascists' have not been deported while other apparently 'healthy' elements, such as railwaymen and tram drivers, with a vital role to fill in the national economy and with – as far as they know – unblemished records of party loyalty, have been among the victims.

The forced labour camp at Belene is still receiving deportees and conditions there are very bad due to overcrowding.

ILO expels Hungarian delegates


 HUNGARIAN WORKERS' AND EMPLOYERS' DELEGATES who had been taking part in the fortieth International Labour Conference since it began on 5 June found the conference doors closed to them. In three successive votes on 26 June the Conference rejected the credentials of all the Hungarian delegates, workers', employers' and government representatives.

The vote on the proposal to invalidate Hungarian government delegates' credentials (ninety-four in favour, eighty-eight against and fifty-two abstentions) did not provide a majority in favour large enough to secure their expulsion – two-thirds majority being required. The Conference's challenge to the workers' delegation, led by the ICFTU, was successful, however, as was that lodged against the Hungarian employers' delegation by the employers of the free democratic countries, the voting being 141 to seven and 141 to five.


Contention by the Soviet Union and its satellites that the issue be regarded as dead, following a last-minute face-saving revoking of the credentials of its workers' and employers' delegates by

the Kadar government, was overridden by the Conference. Nor can the Hungarian Communist government derive much consolation from the fact that, owing to the operation of the two-thirds majority rule, its own delegation did not suffer the same fate as its worker and employer delegates inasmuch as most of the governments which voted against expulsion of the Hungarian government representatives made it clear that they did so solely because they considered the question of this government's legality was one for the United Nations General Assembly to decide. In the view of many of these countries, however, the same reservations did not apply to consideration of the credentials of the worker and employer delegates, it being asserted that no agency of the United Nations save the ILO was competent to decide whether such delegates were genuinely representative of the people they were supposed to speak for.

Communist deportations continue in Bulgaria

 THE DEPORTATION OF 'UNRELIABLE ELEMENTS' from Sofia, capital of Bulgaria, and other large towns – which was begun in the middle of March 1957 – is still continuing, ac-

International Radio-Medical Centre busier than ever

 THE 1956 ANNUAL REPORT OF the International Radio-Medical Centre – the voluntary body based in Italy which operates a world-wide radio medical service for seafarers – shows that its activities are still expanding. During the year it handled the treatment of 840 cases, sent 7,289 radio messages and arranged for seventeen air-sea medical missions.

But as activities increase so does the need for financial aid. The Italian Government makes an annual contribution and some seafarers' and shipowners' organizations have helped – the ITF itself donated £1,000 to the Centre 'as a token of appreciation from the free world's seafarers' during the year – but the funds are never ample and the Centre's indefatigable Director, Professor Guido Guida, has heavily subsidized his organization himself many times in the past.

The Centre now intends to try and establish itself in new permanent headquarters in Rome and for this and other activities it has made an appeal for financial assistance from seafarers' unions, shipowners and indeed any person or organization which values the fine work it has done for more than 21 years.

Seamen's welfare - the Scandinavian experience

by FREDRIK HASLUND, Director, Norwegian State Welfare Office for Seamen



IF IT WAS NOT UNTIL AFTER THE SECOND WORLD WAR that the question of the use of spare time on board ship began to attract attention this was because the basic conditions for progress were only then fulfilled. The account of Scandinavian experience that follows is given in the belief that it may provide some indication of how this work can be successfully done.

Our methods may not suit all countries, but that is not a decisive factor. Welfare work of the kind in question must in any case be adapted to national custom and the national character of which the ships of every country bear the stamp. Nor is there any intention of 'internationalizing' seamen. On the contrary, the aim of policy must be to link them more closely with their home country and its culture; to give each seaman a feeling of full citizenship; to show him that he is not a second-class citizen just because his workplace floats on the seven seas, often far from his home shores; to enable him in every case to have some part in the cultural development enjoyed by his countrymen at home.

This view is by no means in conflict with the desire for international co-operation. On the contrary, as the work is carried forward it becomes abundantly clear that a single maritime country, however rich it may be, can hardly run a complete seamen's welfare scheme on its own.

The Welfare Club in practice

It was to a large extent the establishment of ships' sports groups which helped towards the wider development of welfare work on Scandinavian vessels. In order to take part in the sporting competitions initiated by the welfare councils, members of crews had to meet and discuss the appropriate arrangements. There was soon a demand, not only for active sportsmen, but also for persons having both an interest in sport and administrative ability, who could take on the various jobs connected with preparing for such competitions. The need for a club or group thus really became evident, and the psychological and practical basis for its establishment was provided.

The Norwegian directives for sports

One type of sport that is practised on board Norwegian ships. A tug of war in progress. Sporting activities in fact formed the basis of the present system of welfare work which is carried on aboard Norway's merchant vessels; discussions on their organization eventually led to the extension of joint activity into other fields

clubs on board ship appeared as far back as 1947, the year in which its welfare council was established; they provide that all members of a vessel's complement may belong to the ship's club, which shall bear the name of the ship and represent it in the various competitions. It was laid down from the outset that the clubs should co-operate with the central sports committee appointed by the council and should report to that body; also that contact should be sought with the council's representatives in the various ports. The rules provide also that ships' sports clubs shall be led by a

committee of three to five persons, including representatives of both officers and ratings. Wide scope is left for variety in organizing the whole scheme according to the requirements of the particular ship, but it is specified that the committee should arrange for the allocation of a room on board where the sports equipment may be kept and should ensure that this is in good order at all times.

From that beginning, the sports groups on Norwegian vessels have gradually developed into genuine welfare clubs, ships' clubs or whatever they may be called. New functions are constantly taken on, and a real, living organization is growing up as a result.

The Danish Welfare Council has provided for organization on board ship in somewhat greater detail and, as regards doctrine, has defined the object of the ship's club as 'co-operation between as many as possible of those on board with a view to obtaining the best possible use of spare time'. The chief original function - to engage in sport - is thus replaced by a much wider and more comprehensive idea, namely good use of spare time in general. Sport is thus



A typical game chest, containing a selection of games and sports equipment for use on board ship. Such chests as these are distributed as a gift to all Norwegian tankers from the State Welfare Council

placed in its right perspective, becoming one aspect of recreation.

Despite the best reporting and card index systems, it is not to be expected that a complete picture of the effectiveness of the various ships' clubs can be obtained at any time. In the case of the Norwegian merchant fleet, it may be said roughly that out of the 700 registered clubs or groups, about 400 are fully active, the remainder being inactive or in course of reorganization.

But the mere fact that a number of members of the crew of a vessel are concerned in the organization of a club, or are striving to achieve something of the kind, itself denotes the existence of a valuable sparetime occupation. Many men who would otherwise only hang around and not know what to do are drawn into discussion. Talk on board thus takes on a different and sometimes a more valuable character because it aims at creating something for the good of all on board, and fellow-feeling is consequently strengthened.

Alternative proposals have been sent out regarding rules for ships' clubs, together with advice and hints on how to proceed and how things are done on other vessels. The news-sheets sent to each ship by the welfare councils describe such achievements, often with illustrations, so that the individual seaman may himself read of what others have done and 'if they can, so can we'. The force of example should be exploited to the utmost.

Some ships' clubs provide for payment of a fixed monthly contribution towards the cost of their various activities. It is probably rare for the shipping company to give direct financial assistance in the running of ships' clubs, but it is fairly usual for them to pay for equipment of various kinds – sports gear, cinema apparatus, etc. The same applies to the national welfare councils, which as a rule give no direct financial aid to the clubs but provide valuable support by keeping down the price of the material supplied with their assistance; in some cases this is even provided free of charge. The welfare councils also make a valuable contribution in the form of their extensive instructional and



distributive work and the machinery they have established to link activity on the various ships and keep it all a permanent going concern.

Study

One of the most important fields – perhaps the most important of all – for spare-time activity on board ship is, of course, study. There is wide scope for variety here, and well directed work may yield very rich results. The basis must be the same as for general education in the country itself, but the methods have to be adjusted to the special conditions under which seafarers live.

Both the Norwegian and the Danish Welfare Councils act on a large scale to spread education by correspondence among the crews of merchant vessels, and their work has been fruitful, for the numbers of seafarers who use these facilities have certainly multiplied as a result.

In Norway consideration has been given to the advisability of establishing a special correspondence school for seafarers, but it was finally decided that the most reasonable course would be to use existing correspondence schools, the welfare council acting as intermediary and thus ensuring special treatment and favourable prices for seafarers. The council has accordingly concluded contracts with the biggest correspondence schools in the country, which undertake

to make a twenty per cent reduction in their fees; the council itself contributes thirty per cent of the original charge. In this way a Norwegian seaman may take a course at half price. In addition he receives the material by air mail, paying only a small additional charge for postage. These contracts cover several hundred different correspondence courses, ranging from the simplest lessons in Norwegian and arithmetic to a complete school curriculum.

No attempt is made to induce them to study on their own the regular maritime subjects taught at nautical schools on shore (officers' schools); but they are strongly encouraged to take such courses as will give them preparatory knowledge and make it easier to follow the curriculum if and when they enter a regular officers' school. Personnel are also recommended to take courses providing further or special training which will be of use in their own jobs on board, and naturally also courses in general subjects, languages, etc.

The welfare council replaces anything lost in transit so that the seamen do not suffer from difficulties of communication. The office of the council makes payment and – as in the case of its other services – collects regular fees from the seamen, who often arrange for direct transmission by the shipowner. It thus acts as a permanent collecting agent for seamen on the one hand and for ship-



The Welfare Secretary takes a book chest aboard a Norwegian vessel. The chest contains a selection of between thirty and forty books. More than 400 chests circulate among Norwegian vessels and all are exchanged by the Secretaries

owners, firms and institutions in the home country on the other. This provides a certain guarantee as regards both quality and price, since all the facilities arranged and paid for through the office are subject to expert examination in both these regards.*)

In some fields special material has been found necessary, which was not available in the ordinary way. For instance, a course in the English language specifically intended for Norwegian seafarers was put together by combining a reader, gramophone records and lessons by correspondence. The topics are drawn from the seaman's own surroundings and the vocabulary consists to a large extent of words he uses in his ordinary life. The course consists of a book of lessons intended for pupils without any previous knowledge of English;

*) The welfare office does not supply seafarers with ordinary goods, except those directly related to the services it provides, such as sport, education, culture, entertainment, films, hobbies, etc. In all cases it aims first and foremost at ensuring that material for these special purposes shall reach the ships as efficiently and conveniently as possible. Thanks to specialization and the knowledge it acquires of the movements of merchant vessels, the office has been able to improve distribution to a considerable extent.

this goes together with twelve gramophone lessons spoken by Englishmen and – in the case of some of the last lessons – by Americans too. There is also a second book, leading up to the Norwegian modern secondary school examination, and three supplementary volumes. All the books together cost a seaman twelve Norwegian crowns (12s.) plus twenty-five crowns for the set of records. These amounts are considerably below the ordinary commercial price.

Whereas at the outset education on Norwegian vessels usually took the form of group study, the tendency has been towards an ever larger proportion of pupils working on their own. In 1955, sixty-three per cent of the pupils using the study service of the Norwegian Welfare Council worked on an individual basis; the others studied in groups of five to ten persons.

Books

The supply of books has been one of the services most often provided in the various countries, charitable institutions

making a valuable contribution in this field. There have been library arrangements in the Norwegian fleet for many years, but it was decided that not enough was being done and the welfare council has built up a new and expanded library service, with travelling book chests in which the stock is changed at the rate of about fifteen per cent each year; library centres have been established in many ports, and ships may also exchange their book chests directly one with another. In the Swedish merchant fleet also, a well-developed service of travelling book chests is in operation.

The question whether permanent ships' libraries should be replaced by a system of travelling chests is worth examining. If all resources were concentrated on one scheme instead of being divided, and if possibilities of exchange could be improved throughout the world, seafarers might obtain more up-to-date and varied reading matter. At present they far too often have recourse to papers and magazines without any lasting value.

Another facility that deserves mention is the sale of books to seafarers through the Norwegian Booksellers' Association. The publishers' joint catalogue is sent annually to all Norwegian ships. Books may be ordered through the Welfare Office, which ensures that seamen receive their supply wherever they may be and at the same price as they would pay across the bookseller's counter in their home towns. Postage is paid by the welfare office, this expense being largely covered by the price reductions obtained by contract from the booksellers.

The office also arranged for the sale of large numbers of cheap editions to seafarers. It has been pleasing to note that the books with the highest literary value have had the largest percentage of sales.

Newspapers

In addition to a library service, it is important to provide seafarers with home newspapers and periodicals of various kinds. This is a service in which voluntary organizations have been engaged for many years. However, the need has



A study group on board a Norwegian ship. This is one of the most important – and rewarding – types of spare-time activity. Studying, both in groups and individually, is on the increase. Last year, some 4,000 seamen participated in study activities

not been completely met and is in fact so great that it will be impossible to cover it entirely until a considerable proportion of seamen subscribe to newspapers themselves and have them sent on board. This is probably done today only to a fairly small extent, in any case on Scandinavian vessels. The newspapers now reaching ships are no doubt mostly those to which the shipowner subscribes on the vessel's behalf or those brought on board by representatives of various institutions that visit ships in ports.

The contribution of the Scandinavian welfare councils in this regard therefore consists mainly of an attempt to supplement what has so far been done.

A few minor facilities perhaps deserve separate mention. One is the 'Airmail News' sent to ships from both Sweden and Norway. These publications are printed on very thin paper and contain a summary of the most important news and events; they go direct by airmail to ships in all waters. The Norwegian 'Airmail News' is issued by a limited company, the shares being held jointly by the shipowners' and seafarers' organizations, the State and a number of voluntary bodies; shipowners, seamen and the Foreign Office are represented on the company's board.

Another noteworthy development is the attempt being made by the Norwegian Welfare Council to ensure that home periodicals reach out-of-the-way harbours and ports of call where there

Entertainment groups are organized on a very great number of Norwegian vessels, performing plays, sketches or making other contributions to the 'get-together' evenings which are often held on board

are no organizations or institutions visiting the ships. The co-operation of the shipping agents at such places (mainly tanker ports) has been enlisted, and every week a number of big packages of newspapers and other periodicals are sent to them for delivery to the first Norwegian vessel that comes in. Agents have been very ready to help with this service and there is plenty of evidence that it is welcomed by the seamen.

Entertainment

Once an organized welfare group of one kind or another has been established on a vessel, however small, members of the crew will be found who can entertain and are glad to do so under the right conditions.

The welfare councils in the Scandinavian countries have done a great deal to stimulate such activity. They issue factual information and guidance, plays and sketches, lists of material and equipment for shows, etc. The welfare offices' monthly organs, which go to every ship, give full information and reports on these matters.

Several ships have organized their own theatre groups. Others behave less systematically: some of the seamen write sketches, others perform them, one or more provide the music, the carpenter makes scenery, the electrician does the lighting, the cook bakes cakes for the party afterwards, and the captain and officers give their support and applaud a good performance. On a ship that succeeds in this kind of undertaking a new spirit comes into existence, a sense of comradeship very different from the atmosphere prevailing when each man sits around with nothing to do in his spare time.

Experience has shown that it is not always easy to tune in to the short-wave broadcasts and that music is often spoiled by atmospherics. Concerts of gramophone records are therefore organized on ships and the Norwegian Welfare Office has provided a large number of records for this purpose. A special tape-recording service has also been prepared but for practical reasons it has not been possible to introduce it generally. This offers a wide field for future development and perhaps even for international co-operation. Probably the service will have to be equipped with exchange stations on shore, as is the case for films, and many serious difficulties will have to be overcome before a sufficient supply of entertainment programmes in the form of tape recordings can be sent to ships. The Norwegian Welfare Office is engaged in experimen-



tal work in this regard, and there is hope that it will not be very long before the scheme can be put into effect on a larger scale.

Film service

A matter which the Norwegian Welfare Council has taken up with great energy is its special film service for the merchant fleet. The films are intended not for passengers but specially for the crews of merchant vessels; not for units on special routes, but for all Norwegian ships in all waters, and especially tankers.

As this is a scheme which has aroused interest in other countries it may be appropriate to give a detailed explanation of the organization of the service, and its aims and difficulties.

First of all, a distinction must be made between the two kinds of sixteen mm. films involved: the 'short' (educational, news or entertainment) and the full-length 'feature' film shown at ordinary cinemas on shore. The 'short' does not involve any great difficulty: in most countries its supply to schools, societies, etc., is already tolerably well organized; and it should not be impossible to find means of extending distribution to ships and to institutions in the various ports that seamen visit.

It may be pointed out here that the Norwegian Welfare Council has concluded an agreement with the distributor of Norwegian news films, and com-

plies a special monthly review from the various weekly issues; this is sent out in a certain number of copies for exhibition at seamen's hostels, reading rooms, missions, etc. When these films have completed their prescribed round they are issued to ships with film projection apparatus and used to supplement the full-length 'features' referred to below.

The difficult job is to supply full-length films to ships regularly and reliably.

The Norwegian merchant fleet includes about 500 ships with sixteen mm. sound-film projectors, mostly acquired through the welfare office or in consultation with it. At present about 2,400 copies of full-length films are in circulation. The figure may seem high, but in fact it is not sufficient to provide these ships with a steady, reliable supply at all times. If possible, therefore, efforts will be made to increase the number of copies of films in circulation more rapidly than the number of ships having projection apparatus.

Supplementing this general supply system, which has its headquarters at Oslo and caters for ships in all waters, there are two local distribution centres for special areas, acting on the basis of contracts with local private film distributors.

The general scheme is operated as follows. Exchange centres have been established at thirty-seven places in or

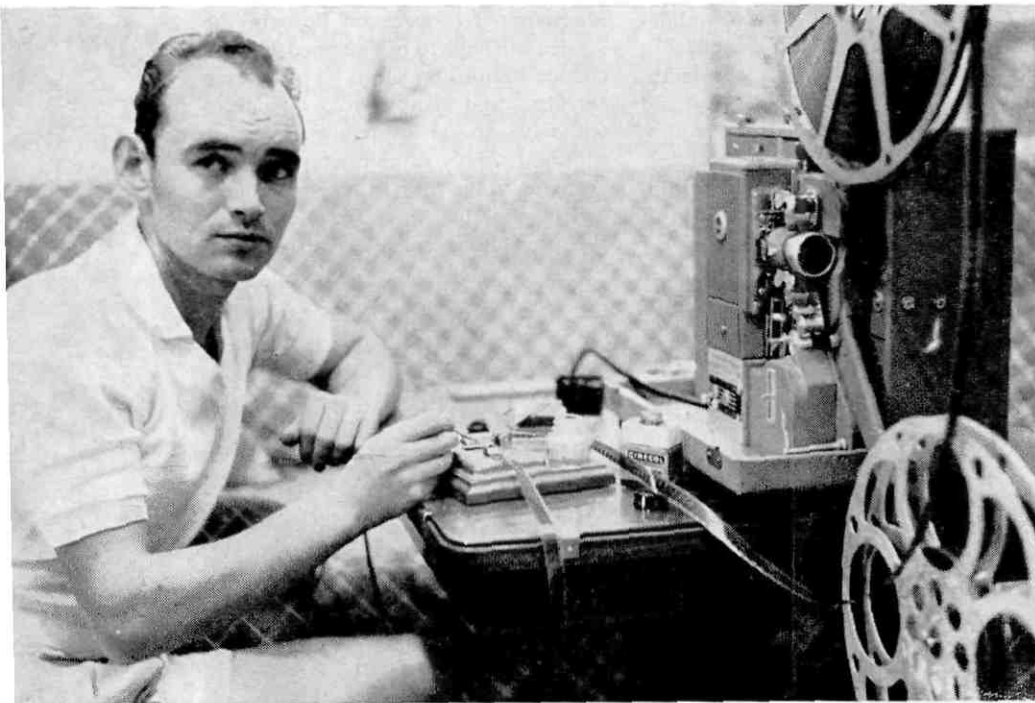
near the most important ports used by Norwegian ships. In this connection, special importance has been attached to reaching tankers, whose crews are in an unfavourable situation as regards going ashore and finding entertainment. From time to time the exchange centres are supplied with new films, which they send on to the ships. The latter subsequently return the films to the centres, which distribute them afresh. Films may also be exchanged direct between ships. This is in fact done on a considerable scale but gives rise to a difficulty: whereas the exchange centres on shore usually have facilities for examining and repairing films, any damage is less likely to be put right on transfer from ship to ship. However, an intensive campaign is now being conducted in order to train ships' operators. Most of those who handle the films on board — often telegraphists, engineers or electricians — can take care of ordinary damage; great importance is therefore attached to the acquisition of repair equipment (splicer, etc.) together with the projector.

Special report cards are sent to all exchange centres and to ships having projectors. A report must be sent in whenever a film is received or passed on, and the headquarters at Oslo keeps a card index accurately recording all movements. If a film disappears from the records for any considerable period, a routine investigation is set on foot.

This simple system has been found to work quite satisfactorily. That it does so is due to a considerable extent to the seafarers' habit of keeping strictly to rules in their occupation: the habit extends to this work also. Losses amount to a very small percentage and, when they occur, are due in the overwhelming majority of cases to shipwreck or other accidents to vessels. It has been found most economical for the welfare office itself to assume the risk of loss.

The main difference between distribution of films to ships and to cinemas on land is that in the former case they must be retained for a much longer time. Experience has shown that in a comprehen-

The film operator ready for the evening's performance. At the present time 500 Norwegian ships have film projectors on board. The Welfare Office has 2,400 full-length features in circulation. The films are exchanged in forty harbours all over the world (the 'film depots') and are also sent from the headquarters in Oslo



sive service of this kind each film can be shown on six ships in the year; the average speed of circulation is thus only one move in two months. If the average size of a ship's crew is forty to forty-five, only about 250 persons can see each copy of a film in the course of a year. Intensity of use is thus so low that there can hardly be any question of ordinary commercial distribution of films to ships in general. Such an approach is possible for passenger ships on regular routes, in which case the crew can see the same films as the passengers; but it is inconceivable in the case of a tramp ship or tanker. If the members of the crew had to pay the full cost of keeping a full-length film on board for two months the price would be prohibitive.

This situation provides the background for the contracts that are concluded between most of the bigger film producing companies and the Norwegian Welfare Office. The companies agree that the merchant fleet is a special market that must be provided with films on special terms if it is not to disappear entirely. Nevertheless, the welfare council has to provide a financial subsidy in order to obtain films at prices corresponding to the rate which, it is considered, seafarers should pay.

The contracts with the film producing companies are standardized to such an extent that the prices and other conditions may be said, by and large, to be the same in all cases. The welfare office has the sole right to rent films to Norwegian merchant vessels. Usually the concession is acquired for three to five years, an additional fee being paid for copying. Copies are produced in some cases by the film company, in others under the welfare office's own agreements with film laboratories.

Not more than three copies of each film are used at a time, the object being to reduce the chances that a given picture will come twice to the same ship. As the number of 'cinema ships' and of films increases, it may be possible to make four or even five copies; but this is still an open question.

The ship pays seventy-five Norwegian crowns for each film. No time limit is placed on retention, but the ship is required to do its best to change films, as soon as possible after showing, either at an exchange centre or with another vessel.

Arrangements for dividing the overall charge among members of the crew

are their own affair. Many ships have film clubs with a regular contribution and separate funds; on others, a share of the cost is paid monthly by each man; on others again, there is a charge for each performance. Although shipping companies often meet the cost of installing projection apparatus, it is comparatively rare for a company to pay the actual rent of films. Some do so, but the view of the welfare office is that it is both natural and fair for this expense to be met by the crew itself.

No bill or invoice is sent with the film; the report card is the basis for accounting, and it is very rare indeed for any ship to attempt to evade the rent charge. When this does occur it is usually the result of a misunderstanding, which is readily cleared up when the welfare office sends the ship, some time afterwards, a polite inquiry as to why payment has not been received.

The ship's correspondence with the welfare office is carried on by the captain (or his delegated representative). This does not mean that the captain is financially liable, but in practice he naturally tends to feel morally responsible for the proper conduct of affairs on his ship, and he will always be ready to help clear up a misunderstanding if one should occur.

At present the Norwegian Welfare Office receives about half a million Norwegian crowns a year from ships for the rent of films. This amount is constantly increasing. It does not cover the actual cost of the film service, and at the prices mentioned above it is not likely to do so. But with a larger number of copies of films, improved opportunities for exchange centres, it is believed that speed of circulation will increase and the requisite subsidy diminish.

Just a few words about the quality of the films. At the outset, when it was necessary to obtain a very large number all at once, the service had, of course, to be content with what the market offered. Since then it has been possible to insist more and more on quality. In order to check this before acquiring a film, the welfare office has established a special committee composed of two well-known film critics, a representative of the ship-owners and a representative of the seamen.

Attempts are made to obtain as many Scandinavian films as possible, for the languages are similar. Apart from these, most of the films supplied are of British

or American origin, for the majority of Norwegian seafarers understand English better than any other foreign language. Sub-titling is very expensive and it has not been possible to use it to any considerable extent. Nor is it at present practicable to distribute any coloured films.

It would take too long to go into all the technical problems brought up by the Norwegian film service for merchant ships. They relate both to the equipment and to the films themselves. As regards practical questions of distribution and transmission, almost insurmountable difficulties often arise. Customs barriers, import and export regulations, red tape and lack of comprehension are sometimes such that an attempt to exchange a film between two ships simply has to be abandoned. There is no general international system in this field; arrangements have to be made with the authorities at each place, according to the prevailing conditions, which is often by no means easy.

At the suggestion of the Norwegian delegation to the United Nations Educational, Scientific and Cultural Organization, a proposal was adopted in 1952 to the effect that an international agreement should be concluded to facilitate the circulation of films among ships. No positive result can yet be perceived. The question has been taken up; but in this matter, as in so many others, it will probably be a long time before any workable international system comes into existence.

If welfare work for seamen is now taken up effectively by the ILO, it will certainly prove possible to make some useful progress in this particular field, though at first no international film pool is likely to be established. But any step to simplify the circulation of films will be to the advantage of every country that wishes to set up an exchange service for its own merchant fleet.


(Abridged from 'International Labour Review')

National fishing institute for Italy




IT IS REPORTED that a National Fishing Institute has been established in Italy with the aim of instructing fishermen in the best methods and improved technique. The Institute will receive a subsidy from the Italian Government.

Tramwaymen strike in Czechoslovakia

 TRAMWAY PERSONNEL IN LIBEREC (Czechoslovakia) interrupted their work for one hour on 13 May last to demonstrate against the punishment of two of their colleagues who had been responsible for accidents which occurred on 11 and 12 May. The workers claimed that, despite their demands, necessary repairs to the vehicles were not carried out, and that this had resulted in the two accidents.


Legislation on Indian road transport workers' conditions considered

 A SIX-MAN COMMITTEE is considering draft legislation introduced by the Indian Government to regulate the working conditions of the country's road transport workers. The draft is the result of pressure brought on the Government by the Indian National Transport Workers' Federation.

Chandul Shah, the General Secretary of the Federation, recently outlined the minimum conditions which he thought should be enforced, prominent among them a maximum working day of eight hours and working week of forty-eight hours, a clear calendar-day as weekly rest day, a maximum working spread-over of ten and a half hours a day and the inclusion in working time of time spent on 'stand-by' or incidental work.

Any hours worked in excess of the standard hours should be paid at double time, arrangements should be made for drivers having to spend nights away from home, uniforms should be provided and a minimum leave of thirty-six days a year with pay should be granted. He also urged the Government to appoint a committee to enquire into road transport workers' working hours, health, safety, work-load and economic benefits.

Problems of returning Polish deportees

 ON 24 MAY 1957, the official Polish press agency reported that over 30,000 persons had recently been repatriated to Poland from the Soviet Union and there is every hope that this year's target of 120,000 repatriates set by the Polish Government will be reached. Before the Soviet-Polish repatriation agreement expires in December 1958,


the Polish authorities expect that another 120,000 persons will be able to return. The target is to bring back about a quarter of a million people within two years, in addition to the 30,000 who returned in 1956. According to the agreement, the 'right of repatriation' was granted 'to all persons who were Polish citizens on 17 September 1939' (the date of entry of the Soviet troops into the Eastern part of Poland) and their families.

These repatriates are the remnants of nearly one and a half million people deported to the Soviet Union from the Eastern provinces of Poland in 1939-40 and the political prisoners sent to the Soviet labour camps after 1945.


Most of the deportees were either inmates of the Soviet labour camps or of compulsory settlements in the Northern regions of the Soviet Union. The prisoners were forced to work for ten to twelve hours daily in the worst conditions imaginable, while life in the compulsory settlements was scarcely better. The communist press in Warsaw admits that the great majority of the repatriates are dressed in rags and that about one in four of them needs hospital treatment. In comparison with their life in the Soviet Union, even impoverished Poland seems to them a paradise.

The mass return of repatriates creates a serious economic problem in Poland. The cost of repatriation is enormous since the Polish authorities must not only pay for transport and upkeep of the repatriates, but also provide each of them with clothing and money.

Cash travel allowances for British dockers

 TRAVELLING EXPENSES for Merseyside's 17,000 dockers to cover the cost of moving from control points to the various docks are now to be paid in cash. Previously, the men were given free travel vouchers which they had to collect every day at the control points. The new scheme will allow them to travel direct from home to their work and enable them to draw the travel allowances with their pay packets.


Little scope for whalers in South Africa

 ACCORDING TO 'WORLD FISHING', young South Africans will find it increasingly difficult to find an opening in Antarctic whaling in future, and the recent disposal of the refinery

'Abraham Larsen' to Japanese interests means that scores of experienced hands who formerly sailed in her are now jobless.


South Africa can now be said to be out of the Antarctic whaling industry. She was first interested in Antarctic operations in 1931, when the 13,000-ton factory ship 'Tafelberg' was built. At about the same time, Durban operators bought a second-hand refinery 'Uniwaleco'. At the present time, except for the Dutch refinery 'Willem Barendsz', which signs on labourers at Table Bay, there is little scope left for South Africans in the industry.

ICAO to improve Atlantic air radio-telephone service


 THE INTERNATIONAL CIVIL AVIATION ORGANIZATION has decided to instal three new radio stations and a transatlantic cable in order to improve radio-telephone communication with aircraft in flight over the North Atlantic route.

The new cable should be installed by the summer of 1959 and the whole system might be put into service in 1960. The cable will link Prestwick in Scotland to Reykjavik in Iceland. The radio-telephone stations will be in Greenland, Canada and Iceland, the Canadian installation being financed by the Canadian Government.

Japan demands Russians release fishing boats

 JAPAN'S AMBASSADOR IN RUSSIA is reported to have demanded that the Russians release all the fishing boats they arrested before diplomatic relations were restored between the two countries for allegedly fishing in Russian waters. The Japanese Government estimates that ninety-five boats are still being held. The Russians maintain that they have released all but fifteen.

Anglo-Swedish agreement on social security

 A RECIPROCAL AGREEMENT ON social security between Great Britain and Sweden, under which British families will qualify for Swedish allowances as they become registered in Sweden and Swedes will qualify for British allowances in Great Britain, came into force on 1 June. The agreement also covers the use of the health services of the two countries for those residing or travelling in them.

International Transport Workers' Federation

President: H. JAHN

General Secretary: O. BECU

7 industrial sections catering for

RAILWAYMEN
ROAD TRANSPORT WORKERS
INLAND WATERWAY WORKERS
PORT WORKERS
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
- 174 affiliated organizations in 58 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 in international agencies performing functions which affect their social, economic and occupational conditions;

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

Affiliated unions in

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

