

# International

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# Transport Workers' Journal

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Monthly Publication of the International Transport Workers' Federation

# International Transport Workers' Journal

*Monthly Publication of the ITF*

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*Forthcoming meetings:*

Vienna	16 October 1961, Road Transport Section Committee
Vienna	17 to 20 October 1961, Road Transport Section Conference
London	23 to 25 October Civil Aviation Ground Staff Organizations
London	14 November 1961 Regional Affairs Committee
London	15, 16, 17 November 1961 Executive Committee

## Comment

### Who speaks for progress?

ADDRESSING THE Economic and Social Council earlier this year, a United Nations representative stated that almost super-human efforts are necessary to increase the number of those enjoying satisfactory social conditions. If those efforts are not intensified, he warned, it will be necessary to await the twenty-first century to see all the inhabitants of this planet enjoying a minimum of health and education.

One wonders whether this statement was ever brought to the attention of Mr. Krushchev and other Communist leaders, for it is ironic, to say the least, that at a time when such an obviously well-founded warning has to be issued, the Communist part of our world should be openly boasting of its ability to achieve its political aims by destroying millions of people and laying vast areas waste.

The Communists have always made a point of claiming that they form the vanguard of social progress; that they alone have the interests of the working class at heart; that they are the camp of peace. And yet almost daily one has recently heard threats which seem designed to impress upon the inhabitants of our planet that if the the Communists do not get their way the majority of them would not live to see the twenty-first century, let alone have the opportunity of enjoying a minimum of health and education when it arrives.

Are the workers of Germany, for instance, of so little consequence to Mr. Kruschev as a self-styled representative of the working class that he can blandly state that if he does not achieve a divided Germany there will be no German nation to unite?

Does Mr. Kruschev really believe - either as Communist leader or as an ordinary father - that the victory of his particular ideology is worth more than the lives of the many children, both living and as yet unborn, who would suffer the terrible effects of the kind of nuclear war which he talks about so glibly?

There is a story that before Karl Marx died he referred to the use to which others were putting his teachings in the following words: "If that is Marxism, then I am not a Marxist". We wonder what he would say if he were alive today.

# The forty-fifth session of the International Labour Conference



*The 45th Session of the International Labour Conference was held at the Palais des Nations, Geneva, earlier this year. This article deals with some of the subjects which came up for discussion at the meeting*

The Recommendation was adopted unanimously and, together with suggestions concerning the methods of application, will in due course be sent to competent authorities in the member states.

## The forty-hour week


Efforts to get the Conference to adopt a Recommendation setting the 40-hour week as a desirable social standard failed for want of a quorum at the plenary session - highly regrettable tactics on the part of the employers' and some government delegates. After fifteen sittings, the committee had worked out a detailed draft Recommendation envisaging member-state participation in the staged reduction of the working-week to forty hours, to be implemented in any manner consistent with national practice and as most appropriate to national conditions and the needs of each branch of industry. It was also agreed - but agreement got no farther than the committee - that, where hours in excess of 48 a week were being worked, they should be brought down to the 48-hour level.

The Workers' Group, which had to see this move halted failing employer and government support, have now requested the Governing Body to place the subject on the agenda of a future conference. The request will be discussed during the Governing Body's meeting in November.

The Conference, and the Joint Maritime Commission, will be discussing hours of work in maritime transport and fishing at subsequent sessions. (They were not discussed this year).

## Social security

A stage forward in the field of social security was marked by the preparation of a draft convention (supplemented by a Recommendation) dealing with the equality of treatment of nationals and

 THE INTERNATIONAL LABOUR CONFERENCE - the supreme deliberative body of the ILO - held its 45th Session in Geneva from 7 to 29 June 1961. The opening sitting, at which M. A. Raschid, Burmese Minister for Industry, Mines and Labour was elected President for the Session, was attended by 87 countries represented by 332 delegates and 583 technical advisers compared with 67, 255 and 478 respectively at the 44th Session in 1960. With the admission at this Session of Kuwait, Sierra Leone and Mauritania, the ILO now has 100 member states.

## Worker Housing

In terms of ILO instruments, the 45th Session added only one new Recommen-

dation to those already on the ILO statute book. This concerned worker housing and refers to the housing of manual and non-manual workers, including those who are self-employed and aged, retired or physically handicapped persons. The committee which drafted the Recommendation expressed the view that a worker or his family should be entitled to a reasonable period of continued occupancy to enable a suitable alternative dwelling to be found when he stopped work owing to sickness, incapacity, industrial injury or disease, or by reason of retirement or death.

## Our cover picture

*shows a taxi rank in Copenhagen. Taxi drivers in Denmark were the first to face competition from the kind of pirate hire-car operation which is dealt with in the article 'Threat to the taxis'*



*M. A. Raschid, Burmese Minister of Industry, Mines and Labour, making his speech of acceptance following his election as President of the International Labour Conference (Photos by courtesy of the ILO)*

non-nationals in matters of social security.

Due to be read a second time next year, the draft Convention confines itself for the most part to the expression of principles sufficiently general to attract ratification. It mentions nine branches in respect of each of which a member state may ratify the Convention provided it has legislation in that branch affecting its own nationals.

Meanwhile, the plenary session made an urgent appeal to all member states to ratify and apply the Social Security (Minimum Standards) Convention of 1925.

#### **Vocational training**

Due for a second reading next year is a draft Recommendation dealing with vocational training. (This subject is also to be discussed at the fifth Asian Regional Conference in 1962). Several amendments to the draft are expected next year, however, although complete agreement was reached as to the need for a new and flexible instrument to replace the 20-year old one now on the ILO statute book.

#### **Employment policy**

Employment problems and policies were considered by a committee at some length. In eleven sittings however no unanimity could be reached as to the nature and causes of unemployment and underemployment in different countries. In the event, the committee contented itself with adopting the more profitable course of recommending measures in the field of policy and reported in plenary session that 'finding ways and means,

especially in the developing countries, should receive the highest priority'.

The Governing Body was asked to bring the matter back to Conference not later than 1963 with a view to the adoption of an appropriate instrument.

#### **Freedom of association**

The Iron Curtain countries came in for some strongly worded criticism from workers' delegates from the free countries when the question of the implementation of Convention No. 87 (on freedom of association and protection of the right to organize) was discussed by the committee on the application of conventions and recommendations.

It went on record to the effect that 'the trade union movement as it was understood in the west and as it was envisaged in the Freedom of Association Convention did not fit with conditions in countries such as the USSR'.

The employers' group thought it better for the USSR to denounce the Convention, or request its revision, 'in the presence of two totally different conceptions of freedom of association'.

#### **South Africa - in or out?**

In the closing stages of the Session, the Conference passed a Resolution by 163 to nil calling for the withdrawal of the Republic of South Africa from the ILO by reason of its 'apartheid' policies. There were 89 abstentions. Many delegates - computed at over a hundred - were absent from the division. Clearly, however, the Republic of South Africa should now be under no illusion as to what the world thinks of its racial policies. Its delegation in reply stated that it had no intention of acceding to the request. (Any withdrawal could not take effect for two years).

#### **Other Resolutions**

In addition to the Resolution calling for South Africa's resignation from the ILO, the Conference adopted five further Resolutions. These dealt with: freedom from hunger; the possibilities of revision

of the 1936 Convention on Holidays with Pay; the improvement of national social security systems to meet the needs of older workers; development of the regional activities of the ILO; and an invitation to those member states who had not yet ratified Conventions No. 87 and 98 (on freedom of association and the right to organize and bargain collectively) to do so. This Resolution also asked the Director General to prepare a report on the rights of trade union delegates at all levels including places of work.

#### **Fifth Asian Regional Conference**

Meeting just before the Conference, the Governing Body, in its 149th Session, agreed that the agenda of the fifth Asian Regional Conference to be held from 26 November to 8 December 1962 should include: employment promotion with special reference to rural areas; vocational training and management development; and government services for the improvement of labour-management relations and settlement of disputes.

The Director General is to prepare a Report on 'Economic Development Needs in the Labour and Social Fields of the Asian Region and the Role of the ILO.



*A Workers' Member of the ILO Governing Body - Bro. Harold Collison - who is also a member of the British Trades Union Congress General Council at the rostrum*



A general view of the plenary meeting in session. In the background can be seen the voting indicator. The 45th Session was attended by tripartite delegations from 97 member-nations (all photos illustrating this article reproduced by courtesy of the ILO)

### African Advisory Committee

The Governing Body also agreed that, at its second session in 1962, the African Advisory Committee should discuss employment conditions of women and minimum wage fixing machinery.

### ICFTU complaint rejected

At its 149th Session the ILO Governing Body also rejected a complaint lodged by the ICFTU against the Aden Industrial Relations (Conciliation and Arbitration) Ordinance 1960.

The ICFTU complaint contended in substance that, under the Ordinance, there could be no free collective bargaining and that the provisions of the Ordinance on compulsory arbitration were at variance with ILO Convention No. 98 on the right to organize and bargain collectively.

The Report of the ILO Committee on the Freedom of Association, after an analysis of the complaint, the British government's reply thereto and the Ordinance, found that 'while there is a divergence of views between the ICFTU and the Government as to whether the Ordinance will encourage the conclusion of collective bargaining agreements, or whether on the contrary it will cause employers to go to arbitration because they hope it will be to their advantage... it seems that the provisions of the Ordinance are not incompatible with Article 4 of the said Convention'.

On the matter of the allegation that, under the Ordinance, the government, being at the same time an employer, can refuse to accept arbitration, the Committee recommended that the government be asked to furnish information as to the reasons for the exception in favour of the Crown.

### The Director General sums up

In his summing-up, the Director General referred to the unusually heavy agenda of the 1961 Conference and the 'intensive phase of discussion' associated with


it. He gave expression to the hope that this would be followed by a proportionately greater effort towards implementing the programmes and policies revealed as necessary by the Conference discussions. He therefore looked forward to somewhat less heavy agendas in the years to come, less emphasis on conference deliberations, but increased technical co-operation and more of the kind of research needed to make the technical work realistic and effective.

With this summing up the Workers' Group would doubtless not wish to quarrel. Shorn of its trimmings, it amounts to no more than a recommendation to 'talk less and get on with the job'. One of the ways in which the ILO is getting on with the job, of course, is by the establishment in March 1960 of the International Institute for Labour Studies the main purpose of which is to provide opportunities for education and exchange of experience among persons with responsibilities for important aspects of labour and social policy in the different countries.

Nevertheless it could be argued that one draft Convention (on reciprocal social security) one Recommendation (on worker housing) together with five Resolutions - two of them dealing with existing Conventions - is not an impressive output after deliberations lasting three weeks and in view of the lengthy preparatory work preceding discussion in Conference.

As particularly disappointing must be regarded the failure of the Conference to reach some kind of agreement on a Recommendation establishing the 40-hour week as a desirable social standard. Whatever the reasons for the lack of a quorum when this came up for a vote at the plenary session, the failure of the Conference to adopt this Recommendation must be described as most regrettable. It is to be hoped that it will again come up for discussion in the near future - and receive more sympathetic treatment.

### The realities of collective agreements in the Soviet Union

 THE FUNCTION of collective agreements between unions and management in the Soviet Union is a limited one. Moreover, according to recent criticisms in *Trud*, the Soviet trade union journal, the effectiveness of these agreements is often further weakened or actually nullified by management disregard for union autonomy and for formal commitments.

These agreements, while they deal with work discipline, with the attainment of production objectives, with the administration of canteens and dispensaries, with the workers' housing and with safety precautions at work, do not fix wages or working hours, bonuses for overtime or the regulations governing it, all of which are the subject of legislation.

*Trud's* criticisms are directed at the flouting of the agreements, limited as they are, by the directors of numerous concerns throughout the Soviet Union, and at the tacit consent given to this by a passive trade union leadership. The directors sign numerous agreements, but make no attempt to carry them out. For example, in several concerns the funds destined to increase industrial safety are only partly used for this purpose, so that only a part of the necessary improvements can be made.

Confronted with this situation, *Trud* criticizes the unions for failing to respond positively, in order to see that directors fulfil their obligations. Many of the unions, it seems, are unwilling to risk any sort of conflict with management, and their custom of reviewing their affairs only at the end of each year impedes effective union action at the moment when it is in fact needed. Moreover, the indifference shown by regional trade union committees, who give no directives to factory committees not exercising their rights, is complemented by lack of support when the factory committees do dare to formulate a justified complaint. Hence

(Continued on the next page)

# Threat to the taxis



*Minicabs being delivered from the manufacturers. They are now operating virtually in direct competition with the traditional taxi cabs, which are the only vehicles licensed to ply for hire in London streets*

**Ⓜ** A NEW KIND OF HIRE CAR has recently made its appearance on the streets of London. A firm which until now has been engaged in providing luxury cars for hire has launched a fleet of 'minicabs' which are operating virtually as rivals to the traditional taxi cabs. A great deal of controversy has been stirred up concerning the legality of the minicabs' method of operation and the advisability of allowing relatively inexperienced drivers and untested cars to operate as a public transport service.

The innovation has aroused the anxiety of London taxi drivers, who feel that

*(Continued from page 203)*

union members, inadequately backed up by their leaders, become resigned to the idea that any opposition to the management is fruitless, and that the agreements are so many scraps of paper.

These factors all combine to weaken the unions vis-à-vis the management, whose presence and influence on the spot outweigh any support that may be offered by the central trade union council or by the comments of a newspaper far away in Moscow. *Trud* publishes a report from Stanislav in the Ukraine on the case of a

both their own livelihood and the safety of the travelling public are being threat-

popular and energetic factory committee president prevented by managerial intrigue from presenting himself for reelection, and later persecuted in numerous ways in order to make his life impossible.

But there is a further, and more fundamental reason for the inability of the unions to ensure that collective agreements are respected by both sides, and this is the fact that both unions and management are directly controlled by the Communist Party, hence by the State; the workers will not be able effectively to defend their interests until the unions achieve a genuinely autonomous existence.

ened. The London taxi-cab trade comes under a number of Acts of Parliament passed between 1831 and 1907 as well as regulations issued by the Commissioner of Police. Both vehicles and drivers have to undergo the most stringent tests before they are issued with the licences which will allow them to 'ply for hire' in the streets of London. Private hire cars avoid these strict regulations because they do not 'ply for hire' but have to be pre-booked. All the regulations governing the issue of licences have been carefully devised for the passenger's safety and comfort, and it takes a prospective driver between eighteen months and two years to acquire sufficient driving skill and knowledge of London to obtain a licence. He must be over twenty-one, and his health record must bear close and continuous scrutiny. In addition he must be of 'good character'; any lapse on this score, though possibly quite slight and totally unconnected with his work, may cost him his licence. Drivers of London taxis must also know all the shortest routes from one point to another within a six-mile radius of the centre of London, and this knowledge, learnt by touring the streets on a bicycle, is tested over the apprenticeship period (i.e. before they actually start driving) by Inspectors of the Public Carriage Office. After passing a stiff police driving test and proving that he also has a thorough knowledge of the suburbs, the driver is issued with a green badge which allows him to pick up a fare anywhere in Greater London. A yellow badge can also be issued to those who pass only a limited test of knowledge for a particular district.

The taxis themselves have to comply with certain standards of construction; they must have a 25 foot turning circle so that they are easily manoeuvred in



*Taxi drivers in Lima, Peru, lined up to protest against damage done to their vehicles and custom lost as a result of 'piracy' by a group of minibuses poaching on their ground. In Denmark, too, taxi drivers have had competition from unlicensed hire cars*

London's heavy traffic. The taximeter is sealed so that it cannot be tampered with, and the chassis is specially strong in order to give the vehicle maximum resistance in a crash. The accident rate of taxis is extremely low, but the last point is a very important safeguard in present-day traffic conditions. Cabs must also conform to what are known as 'Conditions of Fitness'. They have to be presented for inspection - for looks and cleanliness, as well as mechanical condition - once a year. They are also inspected once a quarter on the owner's premises and can be stopped for a spot check at any time. If any defect - and this can be as minor as a dent - is found, the owner is served with an 'unfit notice' and must either remedy it immediately or take the cab off the road.

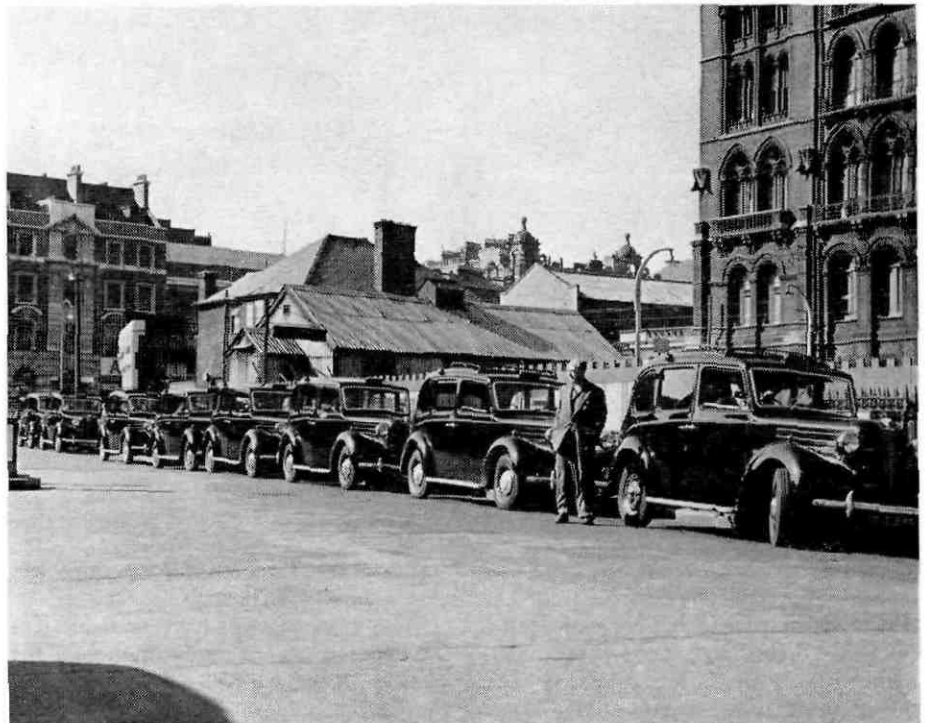
The fact that standards are so high means that the cost of running the service is high also. Of the 6,600 licensed cabs in London, about 2,600 belong to owner-drivers; about 100 to small proprietors who own two or three cabs, one of which they drive themselves; and the rest to a few big firms. A new cab costs around £1,250, but many owner-drivers and small proprietors are obliged to buy on hire purchase and so pay considerably more. The average life of a cab is approximately ten years and this means that hire purchase payments are pretty steep; and the money, in addition to maintenance and fuel costs, has to come out of the takings. The man who drives someone else's cab is not strictly an employee. He is a 'journeyman' who hires the cab from the proprietor, pays as fee an agreed proportion of the fares registered by the taximeter and keeps the rest

*A rank of taxi cabs at Kings Cross main line railway station. Both drivers and taxis have to pass the most stringent tests before being granted the licenses to ply for hire*

for himself. At present he keeps 7s. 10d. out of every £1 in fares, plus extras and tips. Of course, neither owner-drivers nor journeyman receive any payment for days on which they do not work, nor for annual or statutory holidays, breakdowns or overhaul periods when no other cab is available. Fares are controlled and profit margins are consequently not high, so that claims for improved conditions made on behalf of journeymen by the Transport and General Workers' Union, which organizes most of them, have had a pretty rough passage. A further barrier to the improvement of conditions is the fact that the taxi service is highly vulnerable to changes in the economic situation. Although it is an essential and valuable service, a large number of people are not taxi-users in the ordinary way and in less prosperous times, as people's spending money decreases, riding in taxis is one of the first 'extras' to be cut out. There is, therefore, always a precarious element in the trade, and

the job is certainly not made easier by the stringent controls that are placed upon it. Yet the taximen have not opposed these controls, recognizing that they are in the public interest.

This makes the uncontrolled competition of the minicabs seem even more unfair and undesirable. They have ingenious ideas for getting round the law by exploiting the legal difference between taxis and private hire cars. Where a prospective customer stops a minicab, the driver speaks to the firm's office on the radio telephone and places his order there, but this procedure is under challenge by the cab trade and will undoubtedly lead to a test case. Technically, therefore, it appears that the minicabs are not 'plying for hire' and so avoid all Home Office regulations. The vehicles do not have to conform to any standards, and the largest of the minicab firms has launched a fleet of bright red Renault Dauphines, which of course cost less than half the price of a taxi-cab and



*Minicabs cost approximately half the price of taxis and this, in addition to the fact that they are subsidized by advertising revenue, enables them to charge rates which work out about one third cheaper than taxis*



*An example of the newest type of London taxi cab. The average life of a taxi is no more than seven or eight years and all the time they are in service a constant check is kept on their looks and cleanliness as well as their standard of mechanical efficiency*



are subsidized by the hideous advertisements with which they are plastered. The drivers do not have to undergo the series of police tests, and the whole undertaking is very much less expensive. For this reason they are able to charge prices

which average out at about a third less than normal taxi fares.

A number of cases have been brought by taximen against minicab drivers for alleged illegal plying for hire. But inevitably only a minority of such

breaches will be noticed and taken to court. The vigorous opposition of taxi drivers to what they regard as a threat to their livelihood is very understandable. The head of the largest minicab firms has said that they are not interested so much in doing business in the centre of London as in longer fares to and from the suburbs. A few weeks after starting operations, the firm announced that they would only take passengers who wanted to go a distance of five miles or more. But although they are making a great show of not wanting to encroach on taxi territory it is still a fact that the minicabs will be used mainly in areas where the taxi drivers pick up most of their trade. The minicab firm has also stated its desire to be subjected to a measure of government control. What this means exactly is not quite clear, but it is doubtful whether they will accept being made subject to the stringent type of regulation already applying to taxis, which would make their operation considerably more expensive. The government does not appear to think that the numbers of minicabs on the roads at present will add appreciably to the problem of traffic congestion or diminish greatly the available parking space in the central zone. But it may be a different matter if a rush of enthusiasm for the new minicabs induces other private companies to unleash many more fleets of these vehicles on the streets of London.

London taxi drivers, however, are not alone in having to put up with this kind of uncontrolled competition. In Denmark the taxi cab trade faced a similar problem as long ago as 1955. A rash of private hire firms developed after the war during the period when demand for hire vehicles had risen sharply without a corresponding increase in the number of taxis available, since their numbers were controlled by local authorities. The shortage of hire vehicles became so acute that any car was considered suitable and very soon all kinds of old boneshakers were on the streets regardless of the fact that legally only licensed taxis were





### Profile of the month

allowed to operate in this way. However, when demand fell off, these hire-cars began to feel the pinch and started to wage all-out warfare on the taxis. They demanded that the law should be changed to allow them to ply for hire in complete freedom, and their lobby had sufficient backing in conservative circles to enable legislation to be brought in to this effect. This might have had the effect of abolishing the taxi service altogether, but fortunately, in Copenhagen at least, the City Council has decided to keep a public taxi service in existence.

Taxi drivers in Lima, Peru, have also been up against competition of a pretty rough nature since the beginning of the year. In Lima taxis called 'colectivos' are authorized to operate more or less like buses, picking up passengers and setting them down along an established route. However, at the beginning of February a group of 39 minibuses began lurking near ranks of colectivos and intercepting their prospective passengers. These pirate minibuses are not authorized in any way to ply for hire, and they have not been above unsavoury tricks like laying carpets of nails around the taxi ranks. The taximen's union, which is affiliated to the ITF, has protested very strongly against these attacks to the traffic authorities, but the latter have appeared reluctant to take any stern measures against the pirates.

Fortunately, the London minicab operators have not resorted to violence. But despite protestations that they do not wish to enter into direct competition with the taxis, they are clearly out to get some of that custom for themselves and have inevitably stirred up a great deal of bitterness amongst the taxi drivers. In the long run, of course, it will be public taste, convenience and price which will determine the type of vehicle operating in large towns and cities. The taxi has obvious great advantages in the matter of comfort, safety and experienced drivers, and it remains to be seen whether the public appreciate these qualities sufficiently to pay the extra cost involved.

WHEN JIM CAMPBELL, head of the largest British railwaymen's organization, died suddenly and tragically in a car accident, his job was taken over in an acting capacity by Sidney Greene, the senior assistant General Secretary - who at that time was still comparatively unknown, both in the British trade union movement and to the general public. That Greene did exceptionally well in the job during this interim is shown by the fact that he was the only nominee for the post of General Secretary when an election was held three months later. The period was a brief one but it was sufficient for the NUR membership to see quite clearly that Greene was the right man for the job.

In reporting this, the NUR's weekly newspaper *Railway Review* commented that 'election without opposition is not only unusual but an indication of widespread confidence and goodwill among membership'. It is, of course, not difficult to see why this was so, because Sid Greene is undoubtedly a leader who does inspire confidence and goodwill - not by flamboyant actions or showy oratory but by his air of quiet and level-headed determination. He gives, in fact, the impression of a man who knows where he is going and is sure that he will get there - again not out of conceit but because he takes the measure of the problems facing him, examines them coolly and calmly, and then acts upon conclusions in the same unruffled manner.

Sid Greene is a Londoner and proud of it. He has a great deal of the legendary Cockney capacity for cheerful tenacity and what the British call 'unflappability' in his make-up. He is also blessed with a typically pawky Cockney sense of humour, which not only enables him to see the funny side of most things but also prevents him from taking life's set-backs too tragically. His descriptions of his own politics is a good example of his humour - which is compounded of an ability to laugh at himself while poking shrewd, but nevertheless kindly, fun at others. 'I'm a middle-of-the-road Socialist. Some of my Labour friends think I'm a Conservative and the Conservatives think I'm a Communist'.

When he recently acted as Chairman of the Workers' Group at the ILO Inland Transport Committee, he

was heard to say: 'Don't tell anyone this is the first time I've been to one of these meetings, otherwise they might start worrying'. Even if the remark had been meant seriously, he himself certainly need not have worried, because the combination of intelligence and good-tempered firmness which he brought to the job made him appear an old-stager in any case, while his ready wit and openmindedness made him many new friends among his colleagues in Geneva.


His union is a big one - one of the largest and most influential in Great Britain. It has a reputation for militancy which might have seemed strange to the early railway trade unionists of Great Britain, who were very solid, respectable and almost aristocratic members of the Victorian working class. Nevertheless, the NUR combines militancy with responsibility and fairmindedness. Its attitude to the recent appointment of an overlord for Britain's railways is a case in point. Dr. Beeching, the new head of the railways, has come in for a great deal of publicity - most of it critical - in the British Press, partly because he is being paid what is an unusually high salary by local standards, partly because some of the remedies which he is proposing to put the railways on their feet - including higher fares - are proving unpopular with the public. It would therefore have been all too easy for the NUR to have jumped on the bandwagon of criticism and made capital out of the appointment for

*(Continued on the next page)*

# Greek seafarers in conference

by MANTHOS PETROULIS, *General Secretary of the Pan-Hellenic Seafarers' Federation*



 THIS YEAR, OUR UNION CELEBRATED its fortieth anniversary and it was in conjunction with this happy event that we were able to hold the fourteenth Congress of the Pan-Hellenic Seafarers' Federation. The Congress was attended by 85 delegates representing all sea-going categories as well as representatives of the Greek Confederation of Labour and the other Greek trade unions. The ITF was represented by Brother Douglas Tennant, Chairman of the ITF Seafarers' Section and General Secretary of the British Merchant Navy and Airline Officers' Association. The Greek Government was represented by the Minister of Mercantile Marine, the Minister of Education and the Deputy Minister of Finance. The Prime Minister sent a message conveying his good wishes for our Congress.

The Congress had an extremely heavy agenda to work through. Apart from the usual financial reports and reports on activities, items calling for special attention included our negotiations and agree-

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ments for seafarers in the Greek merchant navy as well as for those serving on ships owned by Greeks but sailing under flags of convenience; proposals to improve the organization of the Seafarers' Employment Offices and to provide Greek Seafarers with better Pension and Social Security Schemes; a number of bills at present under consideration by the Greek Parliament providing for amendments to the law on seafarers' collective agreements, for the re-organization of inspection of merchant ships, improved unemployment and sickness benefit coverage for seafarers and for the organization of recruitment and training programmes in

their own purposes. The union, however, true to its tradition of fairmindedness has preferred a wait-and-see attitude; it intends to give Dr. Beeching a chance to show what he can do before it makes any judgment on him.

Sidney Greene is also a man in that tradition.

*Brother Tennant, Chairman of the ITF Seafarers' Section, addresses the Congress on behalf of the ITF and his own organization, the British Merchant Navy & Airline Officers' Association. His speech is being interpreted by Bro. Kazakos of the Pan-Hellenic Seafarers' Federation*

accordance with the real present-day needs of the Greek merchant navy. We also had to consider proposals to appoint more union representatives in foreign ports; our relations with the ITF and with our national centre; Greek ratification of ILO Conventions concerning seafarers; and methods by which the Greek seafarer might exercise the right to vote in general and municipal elections while at sea.

In my opening speech I reviewed some of the major developments during the forty years which our union has existed. I spoke of the many serious problems we have had to solve arriving at our present position of strength. I referred to the short history of the Pan-Hellenic Seafarers' Federation which we have published to commemorate the occasion.

The initial difficulties of our union arose very largely from our affiliation at that time with the General Confederation of Greek Labour which in turn was dominated by the Communist Party with which it had official ties. Any action undertaken by the Seafarers' Federation was immediately exploited by this Communist organization for political purposes and the seafarers' legitimate claims were lost sight of completely. Strike actions were turned into political manifestations which were then put down by the authorities who arrested those seafarers involved in these demonstrations. By these skilful and fraudulent tactics the Communists were able to convince the seafarers quite wrongly that their only hope of improving their conditions lay in overthrowing the established order and putting in its place the so-called 'dictatorship of the proletariat'. Our union continued to be involved in these skirmishes right up to the outbreak of the Second World War, although the union was also split by internal differences which further weakened its position.

After the end of the war, however, the Pan-Hellenic Seamen's Federation, reconstituted and determined to learn from the bitter experience of the past, was firmly resolved to carry out a programme in accordance with those generally followed by the free trade union movement, i.e. we were determined to put the interests of our members foremost. These efforts, however, met with the enraged opposition of a newly formed communist-controlled rival Federation of Greek Maritime Unions. Under the insidious slogan, 'All workers unite', by which they of course meant that all workers should put themselves at the mercy of the communist party, this union did everything in its power to swallow our union up. The Communist insurrection of 1947, however, showed exactly how things stood with this organization. Some of them joined the rebels openly, some fled abroad to recruit men and raise funds for the rebel army. Others stayed in Greece to plot. Fortunately, with the end of the rebellion, the organization disappeared completely. Meanwhile, the international trade union situation had been clarified with the foundation of the ICFTU. The Pan-Hellenic Seamen's Federation was now able to re-establish relations with the ITF which had been broken off during the dictatorship of General Metaxas from 1936 to 1940.

In June 1947 the Pan-Hellenic seamen's Federation organized its first post-war strike and, as a result, obtained a 50% wage increase for its members. In 1951, another successful strike action which lasted a month led to a further increase of 30%. During this strike we were encouraged by the presence of Bro. O. Becu, then General Secretary of the ITF. It was in 1951, moreover, that the Pan-Hellenic Seamen's Federation was able to negotiate the first post-war collec-

*A general view of the 14th Congress of the ITF-affiliated Pan-Hellenic Seafarers' Federation. The Congress, held in Piraeus and attended by delegates representing all categories of seafarers, also marked the 40th anniversary of the Federation's foundation*

tive agreement covering crews on foreign-going cargo ships.

Since 1950 the Pan-Hellenic Seafarers' Federation has taken a keen interest and an active part in ITF activities, and has sent delegations to all ITF Congresses and all Conferences of the ITF Seafarers' Section. (Since the Berne Congress the writer has had the honour of serving on the ITF Executive Committee). Our union has, of course, taken an active part in the ITF campaign against flags-of-convenience shipping, and, since the ITF Vienna Congress of 1956, I have been a member of the ITF Fair Practices Committee which directs this campaign.

As far as we are concerned, at least, this campaign has been an unqualified success. Many vessels owned by Greeks and originally registered under flags of convenience have returned to the Greek Registry, on which there are now no less than 1,067 ships totalling 5,563,000 dwt. and many others are coming to join them. On the other hand, the Pan-Hellenic Seafarers' Federation has concluded more than 300 custodian agreements, within the

framework of the agreed ITF policy, on behalf of the crews of Greek-owned ships under flags of convenience and providing for the application of the Greek collective agreement, Greek social security coverage and Greek maritime welfare legislation.

In the meantime, the number of Greek seafarers has risen from approximately 15,000 at the end of the war to about 70,000 at the present time. About 32,000 of these are members of the Pan-Hellenic Seafarers' Federation, whilst another 5,000 belong to the Union of Steamship Engineers, a breakaway organization which is now taking the necessary steps to return to our union.

The growth of the Greek merchant fleet and the fact that Greek vessels rarely visit Greek ports made it necessary for the PSF to maintain representatives in foreign ports with the purpose of making contact with Greek crews. So far, we have maintained two such representatives in the United States and one in Hamburg. At the moment two more are preparing to leave for Rotterdam and another will soon be stationed in Antwerp.



*Brother Petroulis, General Secretary of the Pan-Hellenic Seafarers' Federation, shaking hands with Bro. Tennant at the conclusion of the latter's speech to the 14th Congress*



After approving the Report on Activities and the Financial Report, our Congress discussed our general policy on negotiations and collective agreements for Greek Registry and flags-of-convenience vessels. It was decided that we should make every effort to conclude agreements covering all Greek-owned ships under flags of convenience including those under the Lebanon flag. We also decided to negotiate as soon as possible a new agreement for foreign-going cargo ships of over 4,500 tons dwt as well as new agreements covering the remaining categories of ships and providing for improved pay and working conditions.

Turning our attention to the administration of the machinery which controls the engagement of seafarers, we first of all pressed for a thorough re-organization of the Employment Office so that it would be in a better position to meet its objectives; we then went on to urge a complete programme for new entrants which should be based on the real needs of the maritime industry and which should incorporate a realistic training scheme, taking account both of the development of new techniques as well as the requirements of safety of life at sea. The Congress also demanded immediate parliamentary approval for certain legislation now under consideration, including a new Bill to reorganize the inspection of ships in order to meet the increased requirements of the expanding Greek merchant fleet.



*Present members of the Executive Committee of the Pan-Hellenic Seafarers' Federation are here seen together with Bro. Fotis Makris (on right, with dark glasses), General Secretary of the Greek Confederation of Labour. Brother Manthos Petrovlis is in centre of group*

Our demands for reforms of a more immediate social character included one for a general improvement of seafarers' unemployment benefits, and we also decided that all Greek crews serving on Greek-owned flags-of-convenience vessels should be covered by the Greek Social Insurance Fund for Seafarers and by the Auxiliary Funds for Officers and Ratings respectively. We also urged the authorities to devise a method which would enable seafarers to exercise their right to vote in general and municipal elections while at sea. The Congress also went on record with a demand for the ratification by


Greece of all ILO maritime conventions.

Our discussion of relations between the Pan-Hellenic Seamen's Federation and the ITF brought out one clear fact: that the common bonds which have been forged in our common struggles in the international arena have never been so strong as they are today. Affirming this, our Congress instructed the Executive to carry on the closest possible cooperation with the ITF not only with a view to promoting the cause of Greek seafarers but also in furthering all the aims to which the ITF is dedicated. An indication of the closeness of the ties which unite us was given by the very warm welcome accorded to Bro. Douglas Tennant who addressed our Congress of Greek seafarers on behalf of the ITF besides bringing us warm greetings from his own union, the British Merchant Navy and Airline Officers' Association. We were very grateful to Bro. Tennant for having come all the way to Greece to address our Congress; his presence undoubtedly helped to underline the importance of the international role which our union plays together with the other maritime unions affiliated to the ITF. We were particularly moved at the token of solidarity which Bro. Tennant presented to us at the end of his address, a handsome gold watch engraved with the title of the MNAOA.

With my re-election to the office of General Secretary this highly successful congress had come to its close, and another milestone in the history of our union had been passed. Our discussions and resolutions had been fully reported in the Greek daily and maritime press, so we can assume that our decisions are of great interest to the general public in our country.

Earlier, it had been announced that the Union of Maritime Electricians had been admitted to form a new section of our union and, as we broke up, we were further heartened by the news that the Union of Steamshipping Engineers had decided to re-join the Pan-Hellenic Seafarers' Federation.

## Fire aboard

 THIS EXCELLENT BOOK, (\*) comprehensive, scholarly and extremely readable (with the exception of certain technical chapters on fire-fighting equipment, etc.) even for the complete layman, deals specifically with the problems involved in fighting fires on ships, and in port installations. The author is a professional fireman with twenty-two years of experience behind him, both in practical fire-fighting and also, on the theoretical side, as a member of the Council of the Institution of Fire Engineers, and as Assistant Secretary of the IFE Examinations Board.

It is clearly characteristic of Mr. Rushbrook that he should start his book with a personal anecdote, with a very horrifying and moving story of a fire aboard a ship in Leith Docks, in which the ship's engineers were trapped in their quarters, and burned to death; it was after this that Mr. Rushbrook 'resolved there and then to devote a part of my working life to the task of helping to make ships safer from the dreadful hazards of Fire Aboard'.

The great merit of this book is the personal element which enlivens and enriches the scholarly study. Throughout the author makes it clear that at the same time as writing a technical handbook of fire-prevention and of fire-fighting methods, he is also making a heartfelt appeal

for the application of all possible precautions to prevent the fires which each year take their toll of human lives. He gives an account of a number of notable fires on board ship and in ports, and the most frightening fact which emerges from these accounts is the recurrence of the same mistakes, the same negligence time and time again. Of course, many ships now afloat were built before the last war, and to bring them up to really high standards of safety from fire would involve a ruinous expense, if it were possible at all. But the majority of causes Mr. Rushbrook lists for the various disasters could have been eliminated entirely, and with little expense, by the application of a few simple safety pre-

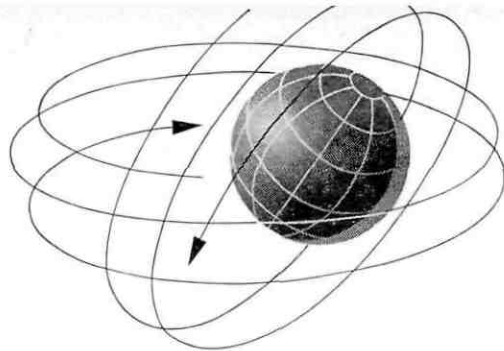
*(Continued on page 222)*



One of the photos from 'Fire Aboard' showing the 10,342-ton tanker 'Markay' on fire in Los Angeles Harbour. Note the fires on both sides of the 600-ft.-wide slip. The tanker was loading butane at the time of the explosion which led to this disastrous outbreak of fire

*An illustration from the chapter dealing with fire disasters in port installations. The Czaar Peter and Nederland Warehouses at Zaandam. Burning oil from the warehouses can be seen spreading across the surface of the river* (KLM photograph)



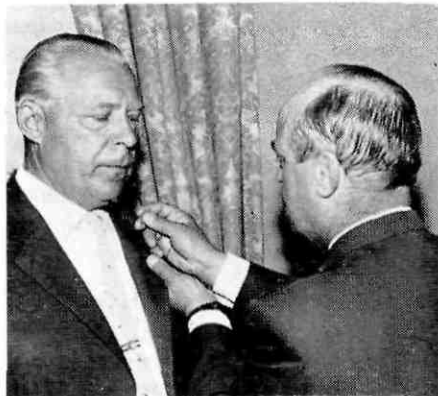


## Shortage of seafarers in Norway

**⚓** THE NORWEGIAN merchant fleet is at present experiencing a serious shortage of officers and ratings-especially radio operators, mates and engineers, but also cooks, stewards and crew members generally. According to the Manager of the Directorate of Labour in Oslo, the main reason for the shortage is that the merchant fleet is constantly increasing in size whilst the supply of maritime labour is contracting as a result of greater possibilities for work ashore.

## Thore receives union's gold medal

**⚓** THE PRESIDENT of the ITF-affiliated Swedish Seamen's Union, Johan S. Thore, was recently honoured for his services to the organization by the presentation of the union's gold badge. The badge was pinned to his lapel by Harry Järlnäs, the union's treasurer, at an intimate ceremony attended by the members of the Executive together with other officers and representatives of other Swedish unions. Bro. Thore - an active member of the ITF Seafarers' Section - is only the fourth person to receive the gold badge, which was introduced in 1949. First recipient was the late Charlie Lindley, founder of the union and one of the cofounders of the ITF.



The Swedish Seamen's Union treasurer, Harry Järlnäs, pins the union's gold badge to Bro. Thore's lapel in recognition of the great service he has rendered to seamen

## Increase in world shipping

**⚓** THE SHIPPING FLEET of the world increased in tonnage by four per cent in 1960, and within this total the tanker fleet increased by ten per cent. These figures appear in the annual report of the Maritime Transport Committee of the Organization for European Economic Cooperation. In 1960 world trade increased by about ten per cent, but owing to the continued flow of new tonnage from the world's shipyards and the fact that many vessels were withdrawn from lay-up there is still more cargo space available than cargo to fill it.

The report states that it is reasonable to suppose that as a result of steadily increasing trade, the demand for and supply of dry-cargo tonnage will come closer together in the months ahead. However, this will not apply to the tanker trade, for the supply of tonnage greatly exceeds requirements.

Although the number of passengers travelling by sea has fallen off recently in favour of air travel, the report emphasizes that passenger-liner operators still feel justified in replacing their fleets by modern, faster and more economical vessels, in the belief that there will be continuing demand for sea travel.

## Agreement reached on new whaling quotas

**🐟** BRITAIN, Japan, Norway and the Netherlands have now reached agreement on the distribution of whale units for the catch period 1962-'63. The Russian Government had already agreed to accept an allocation of 20 per cent of the total catch permitted by the International Whale Commission. Of the remaining 80 per cent Japan is to receive 33 per cent, Norway 32 per cent, Britain 9 per cent and the Netherlands 6 per cent, as a basic quota.

In addition, the Netherlands will receive an extra annual 45, 60 or 70 whale units, to be deducted from the total quota of Japan, Norway and Britain, depending on whether the Dutch expedition have

caught 75 per cent, 80 per cent, or 85 per cent of their basic allocation by the date marking the expiration of four-fifths of the official season.

Britain, Japan, Norway and the Netherlands have also agreed that the distribution regulations, in accordance with the recommendations of the London conference of November 1958, should remain in force for seven years. There are to be discussions soon with the Soviet Union on the text of an agreement concerning the distribution of the catch among the five countries. When this has been settled, the Netherlands Government has indicated that it will rejoin the International Whale Commission.

## Fascist unions in new clothes

**⚙️** IN CONNECTION with the expected structural reorganisation of the government, some reports forecast that General Franco will use this opportunity to tighten his grip on the trade unions by placing them under a government department. It is said that he intends to appoint José Solís Ruiz, the present chief of the 'sindicatos verticales' - the Spanish totalitarian version of trade unions - as Minister of Labour and, at the same time, to transfer the trade unions to the direct management of the Ministry.

At present, the trade unions depend on the Falange, the only political party permitted to exist in Spain, and of which Solís is secretary-general.

Should such a project be put into execution, the dependence of the so-called trade unions - grouping both workers and employers - on the state will be made complete.

For those who expected that an apparent 'liberalisation' would be introduced in the typical dictatorial structure of the Spanish trade unions, its last congress, held early in March in Madrid, was a severe deception. General Franco did not mention anything about structure, but appealed for an increase in production. A sign of opposition, however, emerged in a debate of one of the

Congress committees, the committee of representation. The committee decided, by a majority of 80 to 16, to propose that the title of the top official in each trade union should be changed from chief (jefe) into president and that they should be elected by the membership and not, as at present, appointed directly by General Franco himself on the proposal of the head of the trade unions.

The Congress, however, at its plenary session, which was entirely dominated by Solis' yes-men, rejected this proposal.

### Oil pollution to be banned by twelve countries



DRY-CARGO vessels of twelve countries are to follow the example which Great Britain has given since 1955 by banning the discharge of oil-contaminated ballast water into prohibited zones of the sea. The prohibition will apply except when vessels are going to a port which has no facilities to receive their oily residue.

The twelve countries are: Mexico, Sweden, the Federal Republic of Germany, Denmark, Canada, Norway, the Republic of Ireland, Belgium, France, the Netherlands, Finland, and Poland. A similar prohibition on tankers had already been applied by the countries, all of whom have accepted the International Convention for the Prevention of Pollution of the Sea by Oil, 1954.

Under the International Convention, 'prohibited zones' for dry-cargo ships extend generally for fifty miles from all coasts, although in the case of Britain and certain of her neighbours this is extended to 100 miles.

### A good thing for aviation?



WRITING IN THE *aeroplano* (London), Robert Lenz draws attention to the fact that a sample of airline crew statistics shows that the domination of the pilot has extended to such a state that the economics of operation measured in flying hours and utilization has become unstable. He asks two questions. Is the best use made of fully qualified aircrew

or has this present trend brought to an end the day of the specialist navigator and radio operator? Is the phenomenal rise in pilot strength as against other aircrew a good thing for aviation?

Mr. Lenz points out that the tempo of operation has increased rapidly with the advent of the jet - but on the long-haul continental runs this increased activity is limited to the take-off, climb, descent and landing. The essence of pilot strain is a heavier workload and greater responsibility, allied to more rapid and greater changes in climatic conditions and to rapid changes in meal and rest times.

The pilot answer to this is to recruit two additional pilots. They have asked for a 'meal' pilot who can take over from Captain or First Officer during meal and rest periods. Secondly, they have suggested that an Aircraft Commander should 'oversee' the work of the Captain and First Officer. The first suggestion, comments Lenz, is a proper one on a long flight. The question of the Commander, however, is more difficult, and has met with opposition from many sides. Mr. Lenz points out that there is no legal requirement for the Commander to be a pilot (or even qualified in any particular field) and in any case the presence of three specialists could lead to a difference of opinions which could be disastrous.

Navigator strength, he says, has remained roughly constant while the pilot increase in most airlines has been about 100 per cent. The airline attitude to the navigator, he comments, is rather peculiar. No one denies that they are needed, or questions their qualifications, but the airlines have succumbed to the use of the pilot-navigator.

The history of aviation, Lenz claims, has however shown that the navigator is a different breed from the pilot. He lacks the glamour - he is the steady against the dashing. The onus of successful long-distance flight is on the navigator who removes a great deal of strain from the pilot. Good pilots are as rare as good navigators but good pilot-navigators are very rare indeed.

In general, Lenz thinks, the presence of pilot and navigator should form the basis of a team - the niceties of each profession being practised by specialists in their own field, and balanced judgment being provided. In the case of the 'team' becoming one man there must inevitably be a conflict of judgement which will in itself create an unnecessary mental strain.

The radio operator has also taken a terrific tumble. The provision of reliable VHF/RT and self-contained fixing aids has to a great extent done away with his job for ever. But, asks Lenz, should his experience be thrown overboard?

Surely, he comments, there is a potential supply of experienced navigators and radio operators sufficient to form the basis of 'old look' crews - particularly in view of the shortage of pilots. Why should the R/O not handle the entire communication side of the aircraft, the storm approach radar, Doppler and so on? The navigator could then be responsible for navigation, airways clearance, position reports, etc. leaving the Captain free to fly the aircraft. By such a division of responsibility a more single-minded approach can be made to the problems of flight. If it is necessary to relieve either the Captain or the First Officer it can be done by the Commander (if he has to be a pilot) who can also act as meal pilot relief.

Lenz concludes by stating that the present trend in the use of the pilot is unsatisfactory in so far as it creates a diversion of interest. Basically a pilot wants to fly the aircraft and his other employment does not satisfy him. In addition he becomes a Jack of two trades - and most probably master of none!

### Trade union editor kidnapped by East Germans



THE ICFTU has joined with West German trade unions in energetic protests against the kidnapping by the East German secret police of Heinz Brandt, editor of the newspaper 'Metall' published by the German Metal Workers' Union. Brandt flew to Berlin recent-






*Heinz Brandt, a trade union journalist employed by the German Metalworkers' Union, was kidnapped by the East German authorities while at a union conference in Berlin*

ly to report on the Congress of the Commercial, Bank and Insurance Employees' Union and the last that was heard from him was on the evening of 16 June when he phoned through to the city's Free University. There was then complete silence until, on 21 June, the East German authorities announced that 'the agent Heinz Brandt was arrested in Potsdam on 17 June (i.e. a few hours after his phone call) while carrying out a mission on behalf of a Western espionage network'.


Brandt - an old-time fighter against Nazism who spent eleven years of his life in Nazi gaols and concentration camps - worked for some time in the Eastern Zone following his release from Buchenwald in 1945. As a result of growing disagreement with the policies of the so-called Socialist Unity Party, however, he finally fled to the West in 1958 and after several months in a refugee camp began work for 'Metall'. It therefore seems most likely that the kidnapping is an act of revenge for his defection by the Ulbricht government.

Bro. Omer Becu has protested against the kidnapping in a letter to Mr. Hammar-skjöld and has asked the latter to bring it to the attention of the United Nations Committee on Human Rights.

### **Norwegian unionists aid underdeveloped lands**

 THE NORWEGIAN TRADE UNION FEDERATION has begun a large-scale campaign among its members to aid trade unionists in the developing countries through the medium of the ICFTU's International Solidarity Fund. Target of the campaign is the raising of between two and three million kroner (£100,000 to £150,000). The first stage of the campaign - the organizing of a special Trade Union Federation lottery - has already been completed and has brought in a little over 500,000 kroner. The Federation is now moving on to the second stage in which it will ask all its members to donate at least the equivalent of one hour's earnings to the fund. In the case of higher-paid workers, an attempt will be made to obtain donations of a whole day's earnings.

### **New plan for union education in Britain**

 DELEGATES to the British Trades Union Congress this month will be asked to approve plans drawn up by the TUC General Council which are aimed at 'extending the area of trade union education while streamlining its shape to meet the exacting demands of a modern industrial society.' Among recommendations to be made are the creation of a new national trade union education body which would take over the activities of the present National Council of Labour Colleges and the Workers' Educational Trade Union Committee.

The new body will be known as the Joint Trade Union Educational Committee and will be made up of representatives of the TUC itself, individual trade unions, the Workers' Educational Association, Ruskin College, Oxford (traditionally associated with workers' education), together with some co-opted members.

The Joint Committee will study the educational needs of unions and their members, and will arrange schools and courses which will offer opportunities for

the systematic study of social, economic, and political subjects relevant to trade union interests. It will seek to supplement the existing facilities for trade union training, to provide some opportunities for union members to make good any deficiencies of general education that handicap them in their union work, and to enable trade union students to gain some knowledge of the techniques of study.

Annual grants from the TUC will meet the organizing and administrative costs (including the cost of maintaining the necessary regional organization) and will finance a minimum educational service to all unions, primarily in the form of postal courses. On present estimates an annual grant of about £70,000, equivalent to about 2d per affiliated member (approx. 3 us cents) would be required for these purposes. Facilities additional to those financed by the TUC will be available to unions for additional payments in a form yet to be decided.

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*(Continued from page 228)*

worn long hair for 10 years, was compelled to cut it off although she had been hired without the company's use of a slide rule to measure her tresses.

In a further encroachment on the strictly private world of women and their beauty secrets, the company laid down rules about using only red or clear nail polish, 'normal appropriate lipstick' (we're curious as to who would make the inspection) and positively no eyeshadow!

This outrage against all womankind is presently before the System Board composed of two Union and two Company representatives. If no decision is reached, a neutral member acceptable to both sides will be supplied by the Mediation Board.


But let there be no doubt in any one's mind: TWU will fight to a man the right of all women to wear their hair any length they see fit and to be called blondes, brunettes, or red-heads as befits the occasion, according to their own choice!

*From 'TWU Express'*

# With the German Railwaymen's Union in the Federal Republic

by HANS IMHOF, Assistant General Secretary



 WHEN A SPECIAL occasion gives rise to two more 'repeat performances', and when, on the last of these, arrangements are made for yet another meeting, it might well be said that a tradition is well on the way to being established. Such might be claimed in the case of these international meetings - lasting for a week - during which railwaymen's representatives gather together to discuss questions of the day. When, in the early Summer of 1959, the Norwegian Railwaymen's Union invited a number of prominent figures in the European railwaymen's trade union movement to take part in informal discussions during a programme which included friendly get-togethers, sight-seeing and an opportunity to see something of the host-country, the idea thus realised immediately caught on. The British National Union of Railwaymen followed it up in 1960 with a programme which gave their guests an insight into many hitherto (to them) unknown aspects of British industry, culture and the country's scenic beauties.

And now it was the turn of the German Railwaymen's Union to provide the venue of one of these 'study weeks'. The union, which is one of the most devoted members of the ITF family, arranged a programme which will long stay in the memory of their guests from Norway, Great Britain, France, Denmark, Belgium, Austria, Luxemburg, the Netherlands and Switzerland. Richly diversified, the programme offered the GDEB's guests, among whom were the ITF General Secretary and the writer, periods of concentration on trade union affairs alternating with informal social activities.

The starting point was Frankfurt, or rather a few miles outside the town, at Königstein where in 1953 the German Railwaymen's Union had built an up-to-

date training and recreation centre for its members. It was here, in the charming hilly landscape of the Taunus with its numerous medieval castles that the guests, who for the most part were accompanied by their wives, assembled for the first three days of the programme and to enjoy the excellent accommodation provided. They are welcomed by Philipp Seibert, President of the Union, who, being in the middle of an electioneering campaign as Social Democrat candidate for the Federal Parliament, and thus in full fighting condition, gave his visitors plenty to think and talk about for the rest of their stay in an opening speech devoted to railwaymen's problems in the light of European economic integration.

*A general view of the ultra-modern training and recreation centre which the German Railwaymen's Union has built for its members at Königstein, just outside Frankfurt*

It was a worth while introduction, containing both honey and pepper. Following a review of the developments leading up to the establishment of the Common Market and the European Free Trade Association, the speaker went on to refer to the problems and aims which these developments pose for the trade unions affiliated with the ITF. He concluded by stressing the need for railwaymen to think in terms of Europe as a whole. Transport, he emphasised, was by its very nature international and its problems could be solved to the advantage of the members of the many railwaymen's unions belonging to the ITF only by co-operation and an intensive and full exchange of views.

This 'hors d'oeuvre' was followed by some highly memorable visits, the first of which was to Bad Homburg where we were able to see the up-to-date Park Sanatorium run by the Federal Railways and its insurance department. Here was a fine example of what an enterprise can do by way of welfare for its sick employees. This was followed by a visit to the latest in the way of railway

The group of railway trade unionists from nine European countries who recently visited the Federal Republic as guests of the ITF-affiliated German Railwaymen's Union. The President of the Union, Philipp Seibert, can be seen third from right in this photo



stations, signalling installations and diesel locomotive repair shops in Frankfurt-Griesheim. Next the railway's competitor - road transport - was given a chance to show its form in the shape of a visit to the Opel works in Rüsselsheim. Then, last but not least, came a look at the new union headquarters building in the Beethovenstrasse. Although the exterior of this building, occupied as recently as 1960, cannot compare with the imposing proportions of the Federal Railways' headquarters building diagonally opposite, once inside, the visitor became aware of the extent to which administrative organization had promoted team spirit and dynamism. Our visit to Königstein was brought to a close by a trip along the Bergstrasse followed by a musical programme of songs from opera and operetta given by artistes from the Frankfurt Theatre.

Our next station was Nuremberg where a visit to railwaymen's settlements, both old and new, and a trip to the unique Railway Museum awaited us. For many of us, who had known the town only by name and for whom this awakened un-



This year, the railwaymen of Germany and their union acted as hosts to the third international study trip for railway union officials. Previous countries visited were Norway and - last year - Great Britain

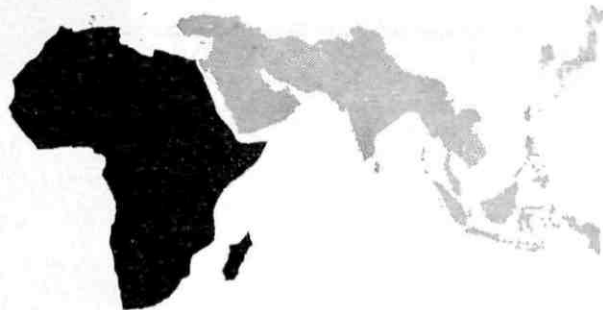
happy memories associated with the recent past, it was a pleasant surprise to discover the ancient part of the town - in part survived and in part artistically rebuilt. In the late hours of the evening, an invitation from the social-democratic Burgomaster saw us enjoying tea 'with a view' in the tall administration building of the town's municipal services, providing a pleasant end to a memorable visit.

The next stop, made in quick time, was Munich, the principal city of Bavaria. As it was Sunday - and very hot - a visit to the 'Hofbräuhaus' and music, was particularly welcome. The following day's programme provided a last visit to the German Federal Railways installations, the repair shops in Munich-Freimann. Work here is mainly connected with major overhaul of electric locomotives. Some 2,000 men are employed and are equipped with the latest appliances, especially with those used in examining and testing damage. Here an engine with a bogie needing examination is only two days out of service, the bogie being changed, whereas twelve days are taken if both bogie and box have to be examined. Apart from the mechanical side, we were also highly impressed by the first-class industrial relations existing in the works, emphasised by the fact that on our tour we were accompanied not only by the chief executive officer but also by the employees' workshop representatives.


With this visit, the technical side of our varied programme was concluded. The gDED, however, does not confine its activities to staff/management relations. It runs its own convalescent homes and recreational centres which offer its members opportunities of holidaying there at very modest cost. These 'homes' are also used as centres for the training of union representatives, for conferences and for

young people's welfare programmes which the union pursues with great energy. One of these centres, the 'Haus Königstein' near Frankfurt, has already been mentioned. Our next trip took us through the Bavarian Alps to the training and recreational centre known as the 'Hotel Höllentalklamm', in Hammersbach near Garmisch-Partenkirchen. The centre consists of seven venerable buildings - almost a village in themselves - capable of housing some 250 guests. Lying right at the foot of the 4,000m-high Zugspitze, Hammersbach offers considerable attractions for those members of the union who are interested in mountain climbing and ski-ing. For us guests of the union, now sated with the good things our hosts had provided, it provided a setting which, after we had made a trip to the Zugspitze, made our reluctant farewells all the more difficult to produce, judging by the words of thanks uttered by many of the guests when we bade our hosts 'good-bye'.


So ended this third international study trip of European railwaymen's representatives. It had provided us with a rich fare. Any report on it would be incomplete without some words of thanks to the Executive of the gDED, headed by Brothers Seibert, Eichinger and Schreiber, for the manner in which they looked after us, and to Brothers Amft and Schön in whose hands lay the responsibility for the arrangements. To these union colleagues and friends go our best thanks for a programme in which trade union practicality, was blended so successfully with the spirit of social relaxation. With the possibility of an invitation from our Austrian colleagues, Brothers Freund and Matejcek, to a similar gathering in Austria next year, I can but conclude this account with the words: 'goodbye, till we meet in Vienna'.



### Collective bargaining advances in Nigeria

 IMPROVEMENTS in industrial relations in the past year have been reported by the Nigerian Minister of Labour. Speaking in the Federal Parliament, the Minister said: 'The principles of voluntary joint consultation and free collective bargaining, which it is the policy of this Government to promote, are receiving increasing acceptance by trade unions and employers alike'. In only ten of the 146 trade disputes brought to this notice was it necessary for conciliators to be formally appointed under the Trade Disputes (Arbitration and Inquiry) Ordinance. The remaining 136 cases were disposed of either through informal intervention by officers of the Ministry or through the formal machinery of joint consultation and collective bargaining established within industries. 'This is, of course, the trend which we would like to see', commented the Minister.

### India increases fish production

 INDIA, ONE OF THE WORLD'S most heavily populated countries with 438,000,000 inhabitants, has suffered severe food shortages for many years despite its 3,500 mile coastline, and its im-



mense fishery reserves which could be exploited to provide an abundance of fish. Fish and sea foods are rich in animal protein matter which must be consumed by human beings, if they are to enjoy normal good health.

Producing slightly more than one million tons of fish per year, or approximately one forty-fifth of the world's total yearly production, India's population has a mere 3.9 pound per capita fish consumption, one of the lowest in the world.

Additionally distressing is the fact that India requires 750,000 fishermen to harvest its comparatively meagre catch. Norway, a country of 3,500,000 inhabitants and a highly mechanized fishing fleet employing 85,000 fishermen produces more than India. Norway has an annual catch that varies from 1.2 to 1.8 million tons despite the fact that its fisheries are highly seasonal.

Nonetheless, despite the various problems suffered in its fishing industry, India has shown a slow but definite growth pattern in its attempt to increase fishing production. It is expected that by 1966 the increase will have reached 50% above the 1956 level, but there are problems still to be overcome.

India's fishing industry has been handicapped mainly because of outmoded fishing techniques handed down from one generation to another. Fishermen are dependent on small, primitive craft propelled by sail and oar and are restricted to limited fishing areas. Their yield is necessarily low due to the fact that they are constantly fishing the same waters which have been thoroughly exploited, and are now almost bare of fish.

In addition to being practically totally unmechanized Indian fishermen are further handicapped by problems of geographical dispersion; their inadequacy to obtain credit; a shortage of storage plants, preservation, transport and mar-

*Fishermen in Bombay bring in the catch. Their industry, however, is handicapped by outmoded fishing techniques handed down over the years by succeeding generations*



*Fishermen sell their catch in the market place. India has 750,000 fishermen, but its total annual catch is one of the lowest in the world - amounting to approximately one fortyfifth of the world's total production*

keting facilities; and dependence on middlemen.

The establishment of either government or private sponsored fishing cooperatives would free fishermen of their economic bonds, providing them with credit to buy new boats, engines, tackle and other supplies, helping them to market their catch at a controlled and fair market price. Co-operatives, (which are in successful operation in many countries) could also provide credit to fishermen, permitting them to mechanize their craft, with the investment payed off through increased production.

The answer to India's problem of how to provide more vitally required food of a specific type that contains a high animal protein yield, definitely lies in fish foods. India's coastal waters (particularly on the west coast where the continental shelf extends about 100 miles offshore) and her inland waters with their great variety



*Fishermen - like this one on the Coromandel coast - are often dependent on small primitive craft propelled by sail or oar are therefore restricted to limited fishing areas*

of fish, provide ideal conditions to augment fishing production.

The Indian's government's second Five Year Plan now in effect calls for the improvement in fishing methods, mechanization of boats, the availability of proper fishing gear, the introduction of new fishing methods, and the improvement of storage, transportation and marketing facilities. It has been reported, however, that the programme, aimed at supplying more food and helping to raise the social and economic welfare of the fishing population, has fallen short of its projected production goal.

The main reasons given for India's failure to reach this goal to increase production (except in isolated areas) is reported to lie in (1) not being able to provide vast sums of money required for investment in heavy mechanization equipment; (2) failure to eliminate the middlemen; and (3) the fisherman's role as an independent businessman is difficult.


Regarding the availability of funds to invest in the purchase of heavy equipment to mechanize large fishing vessels, it has been suggested by the Food and Agriculture Organization of the United Nations (FAO) that production might be increased at a faster pace and by commencing with the mechanization of individual fishermen. The success of this approach can be illustrated by large increases in production in Mexico, Salvador, Nicaragua, Jamaica, Puerto Rico, Ceylon, Malaya, Sarawak, Uganda, Angola, Senegal, Nigeria, and many countries where outboards have been employed to propel small fishing craft. Outboards have also been used for propelling small fishing craft towing 20 to 30 other boats to and from the fishing grounds.

A small craft mechanization programme rather than long range investment in heavy fishing equipment would obtain immediate increases in production by allowing fishermen to devote more time

to their trade; to extend their radius of operation into new and more productive banks, presently out of reach of oar and sail, and to return to market more quickly.

The FAO is assisting India to establish fishing cooperatives, and also training fishermen on improved techniques, and the use of better equipment and marketing practices, but their work is naturally limited due to India's vast size and the fact that the country has 750,000 fishermen. A stepped-up programme for the establishment of many pilot cooperatives which would expand with time, would help India's fishing industry considerably.

#### **African trade union school formally opened in Kampala**

 AT THE BEGINNING OF JULY, Arne Geijer, Swedish President of the International Confederation of Free Trade Unions, formally opened the African Labour College in Kampala, Uganda. The Kampala school, which is intended for English-speaking African trade unionists and has been operating in temporary premises since 1958, has thus found its permanent home in a building which now rises on its hilltop site in the very centre of the continent as a symbol of the brotherhood that exists between all workers and of the hope that the free world places in the workers of the new Africa. A great deal of work and foresight has gone into this impressive piece of architecture to make it worthy of the hopes and ideals it stands for. The costs have been met by the generosity and feeling of solidarity of ordinary trade union members in the countries of the free world acting through the ICFTU.

The voluntary character of the individual gifts which have made projects like the Kampala College possible was one of the facts referred to by Arne Geijer in his inaugural speech. This, he maintained, was as good a guarantee as any that the intentions of those trade unionists in Scandinavia, Germany, Great Britain, the United States and Canada who had contributed so generously to the ICFTU Soli-

arity Fund had not the remotest connection with any sort of imperialism, as has been alleged by certain disruptive and undemocratic forces whose only interest now is in isolating the African trade union movement from their fellow workers in the free world. These latter, Geijer pointed out, were just as much against imperialism as any African - indeed the ICFTU had always worked unremittingly against colonialism and every other form of exploitation or tyranny. Nor did they want to see colonialism of the old type replaced by a new economic 'imperialism' from which the industrialized countries might profit at the expense of the underdeveloped countries. On the contrary, the new nations should be afforded every possible assistance in order to be able to stand on their own feet as quickly as possible. Increasing prosperity, however, it was hoped, would bring with it the pos-



*(Above) An exterior view of the fine new trade union college built by the ICFTU which was recently opened at Kampala. (Below) Trade unionists from many countries of the African continent are already studying in the ICFTU College's classrooms*



Newest ITF regional representative is Bro. Emile Laflamme - an American railway trade unionist who is now working with unions in West Africa. In this photograph he is seen (extreme right) attending a trade union school in Lagos organized by the Trades Union Congress of Nigeria, at which seventeen successful students were presented with passing-out certificates. The speaker is Mr. N. A. Ezonbodor, Parliamentary Secretary to the Nigerian Ministry of Labour

sibility of a really democratic society in which free and independent trade unions would have their natural place. If Africa was to see the enormous economic and industrial expansion which would have to come before there could be any significant improvement in the standard of living of the African peoples it would also be vitally necessary to have an independent trade union movement capable of looking after wage earners' interests. This was the feeling that had led the ordinary workers of the free world to attach so much importance to building up a really strong and free trade union movement in Africa. They wanted to see an African trade union movement that was able to do its proper job, dedicated to looking after its member's interests and raising their standards of living. In these natural and spontaneous feelings of solidarity the African unions had their surest guarantee that their dignity and autonomy would be respected.

### Population 'explosion' predicted for Latin America

THE PRESIDENT of the Inter-American Development Bank, Don Felipe Herrera, who is a former Chilean Minister of Finance, has predicted a population 'explosion' which will result in 300 million people in South America within 50 years. Present population is in the region of 110 million.

Speaking in London, Mr. Herrera said that immense capital projects would be necessary for the increased population. But this rapid increase would not present the same problems as in Asia and the Middle East because Latin America had natural resources.

### Transportation develops in Ghana

A GOOD TRANSPORTATION SYSTEM is a basic requirement for economic development in a rapidly advancing country such as Ghana. The Government has placed particular importance on expanding road, rail, air, and sea communications during the past ten years and progress has been spectacular.

At the end of the Second World War there were some 2,000 miles of roads, of which 300 were bitumen-surfaced and in a state of disrepair. About 6,000 miles of lesser roads, or feeder roads and tracks, also existed. Recent statistics

*A modern diesel-electric locomotive operated by Ghana Railways. Last year, the railways carried a total of 5,427,752 passengers and 2,098,860 tons of freight*

showed the total trunk road mileage as 18,663, of which 1,900 miles were bitumenised. During the same period the number of motor vehicles on the roads has multiplied sixfold to a total of 41,000 vehicles.

The railways have been the main means transporting the natural resources which are exported overseas. Construction of the first section of the railways was begun in 1898. Owing to difficulties in recruiting labour and the last Ashanti war the railhead from Sekondi did not reach the gold mining town of Tarkwa until 1901. The section from Tarkwa to Obuasi, 85 miles, was completed in December 1902, and the final section to Kumasi from the coast was opened in the following year. Since then, other lines have been built to link many places of economic importance. The 362-mile circuit from Accra via Sekondi to Kumasi has been cut short by the 51 mile link Achiase-Kotoku line which was opened five years ago.

The railways have carried out a steady programme of improvement, and new diesel electric locomotives have been

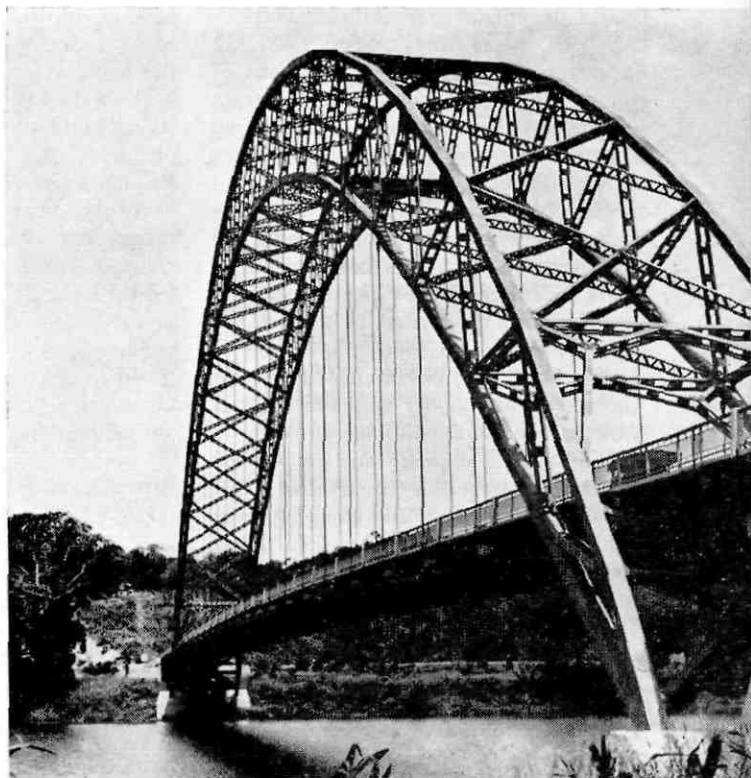


- (1) One of the new coaches which have been placed in service by the Ghana Transport Department. The transport of passengers and goods by road is now becoming increasingly important
- (3) Bulldozers clearing a path through forest country for a new road. Total trunk road mileage in the country is now approximately 19,000 miles, of which about a tenth is bitumenised

- (2) The expansion of Ghana's communications network. New roads are constantly being built and rivers spanned by bridges such as this one, connecting the two banks of the Volta at Adomi
- (4) Maintenance work being carried out on a stretch of permanent way on the Ghana Railway. Railways are still the main means of transporting Ghana's natural resources for export overseas



1



2



3



4

bought to replace coal-steam engines.

In 1960 the railways carried 5,427,752 passengers as well as 2,098,860 tons of freight. There are daily passenger train services on the triangle Accra-Kumasi-Takoradi line, and night sleeper services between Takoradi and Kumasi.

Takoradi is no longer an adequate deep-sea port for the country and the new harbour now under construction at Tema, near Accra, will greatly ease the situation. The first stage of the scheme has been completed and it is hoped to start commercial operations this year. The cost of developing the main harbour works is about £13 million.

The national shipping line - the Black Star Line - was established after independence. In 1957 the company was admitted into the West African Lines Conference serving the Continent of Europe, the United Kingdom and West Africa in both directions; and in 1959 the Line joined the American West African Conference, which represents shipowners running vessels between West Africa, the United States and Canadian Atlantic ports.

The Company operates a fleet of ten vessels, five owned and five chartered. The Line will take delivery of seven new vessels before the end of the next year. This addition of modern ships will greatly increase the efficiency of the Line and enable it to improve its services and increase its sailings.

The Company is also engaged on an ambitious training scheme both afloat and ashore. Ghanaians hold senior positions in the Company's offices in Accra and Takoradi and more are being trained.

Within the three years that Ghana Airways has been in operation air travel within the country has become progressively modernised and international services has been inaugurated.

The number of aircraft in operation has been increased recently. Ten aircraft have been bought from Britain, the U.S.A. and Russia, and more are on order.

Ilyushin aircraft are being used on

what is known as the West Coast route between Lagos and Dakar and also on the route via Kano to Addis Ababa as well as via Leopoldville to Nairobi. The Accra-London route via Barcelona is now operated by Ghana Airways' own Britannia aircraft.

By the middle of 1960 there were 26 trainees in London, including two pilot trainees. Forty-one girls have been selected for training as air-stewardesses. There are about 40 Ghanaians learning aircraft engineering in Moscow. Already 12 qualified Ghanaian stewardesses and four Ghanaian pilots have been trained abroad and are serving with the Airways.

Direct air links have been established between Accra and a number of independent African States including Ethiopia and the United Arab Republic.

There are four aerodromes in Ghana, situated at Accra, Takoradi, Kumasi, and Tamale and four unmanned landing grounds at Navrongo, Kete Krachi, Wa and Yendi. Accra is an international airport and the terminus for the Ghana Airways and BOAC trunk routes from the United Kingdom. Other airlines using Accra include Pan-American World Airways, operating between New York and Johannesburg; Air France and U.A.T., covering French West Africa; Hunting Clan/Airwork, who operate between the United Kingdom and Ghana, via the West African coast; Iberia, with services between Madrid and Spanish Guinea; and Nigerian Airways, between Nigeria and Ghana and the West Coast of Africa.

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(Continued from page 211)

cautions, such as: - the mounting of adequate fire guards; the training of crews in the basic techniques of fire prevention and fire-fighting; the observation of regulations, or simply of principles of common-sense in the loading of cargoes, particularly those containing explosive or highly inflammable materials; the clear marking of escape routes; the prompt reporting of fire to the fire service; provision for an effective chain

of command; the proper maintenance of fire-fighting equipment; and perhaps most important of all the strict enforcement of such safety regulations concerning, for example, smoking on board as do exist.

Mr. Rushbrook deals of course very fully with modern developments in fire-fighting techniques and with the host of controversies which still rage over such questions as steam-smothering, or the control of water-tight doors, and he is an advocate of the most stringent standards of fire-protection for all new ships (his comparison of British and American legislation on this subject is most illuminating, and provides a damning indictment of the muddle, imprecision, amateurishness, and linguistic impenetrability of British statutes). But the chief targets for his criticism are the shipping companies, who by allowing considerations of economy to outweigh those of security, and often by sheer refusal to be warned by the numerous and terrible fires which occur each year, are responsible for the greater part of the disasters which in fact take place.

One can only endorse Mr. Rushbrook's hope 'that the contents of this book will be of lively interest, not only to professional fire-men, but to all ship-owners, ship-builders and ships' officers, and to all dock and harbour officials as well', and 'that a good deal of it will be seriously studied by insurance brokers and marine underwriters. For... Lloyd's and the great British and American Insurance Companies could, between them, do much to add to the safety of life at sea by so adjusting rates of premium and rebates thereon, as to encourage shipowners to adopt the highest standards of fire-protection all round - even if those standards are much higher than is required by any existing Statute'.

\* 'Fire Aboard' by Frank Rushbrook  
(Technical Press, London £3.-3.-)

We apologize for the late appearance of this and recent issues of the Journal due to staffing difficulties at the printers.




# Communist ballot-rigging in British Union



*Some of the principals in the ETU case are here seen at the union conference. Seated is the Communist President, Frank Foulkes, while immediately behind him is Bro. Byrne who is now in his rightful place as General Secretary. On Byrne's immediate right is the Communist Assistant General Secretary, Lennan, who with Foulkes was one of the defendants in the court case heard recently*

unions - from which position of advantage they have been able to shape union policy along lines suited to their ideology. That they have been able to sit themselves in even such numbers on the top of the trade-union tree, in spite of their thinness on the ground, is due in part to their ability to disguise their Communist party line as dedication to trade union ideals but also in part to the weakness of human nature which, in the trade union field no less than in other branches of human activity, is only too prone to let the other fellow do the 'chores' - those dull routine jobs associated with the day-to-day running of any institution. By forgetting or ignoring that these jobs are the necessary prelude to positions of greater power in the union, the rank-and-file trade unionist often leaves the door wide open to the communist charlatan, whose only interest in his fellow trade unionists is extent to which they can be induced to act in conformity with prescribed Marxist-Leninist behaviour patterns. Sufficiently cunning for the most part at least to appear as if they are not putting party line before their trade union duties, they are a source of embarrassment to all genuine trade unionists and a menace to orderly collective bargaining processes.

The utter contempt of the communist rump for those very democratic processes which they affect to observe (and find convenient to observe for as long as they can exploit their weaknesses) has been highlighted in Great Britain recently by the disclosure of a blatant piece of ballot-rigging designed to ensure the election of a communist candidate to the office of general secretary of one of the country's largest and most influential unions - the Electrical Trades Union (ETU).

 IT IS SOME YEARS NOW since the Communist Party decided that the only way to achieve political power in a democratic country was to acquire effective control over key industries by infiltrating the trade union movement and, by ensuring for themselves positions of prominence in the executive organs of the unions, effectively shape their policies in the interests of Communist ideology and to the detriment of the national economy.

Up to now the Communists have not done too badly in some countries. A small but glib and dedicated band, by applying their not inconsiderable energies to their self-appointed task, have been successful in capturing key posts in a number of

Already exercising effective control of the union through a Communist president and a number of other high-ranking and influential office-holders, the Party showed itself a little too greedy for power and, taking no chances on the vagaries of democratic procedure, fiddled the ballot returns in the 1959 election for general secretary to such good purpose that the communist candidate won by minus 2,107 votes - communist alchemy transmuting that deficit into a 'majority' of more than 1,000 over his anti-communist opponent.

The engineers of this piece of super-rigging were a bit too clumsy in the way they went about things this time, however. An action was brought against them in a court of law which, after due process, found that, of the twelve defendants, five were guilty of 'conspiring together to prevent by fraudulent and unlawful devices' the election of Mr. John Byrne as general secretary of the union. By court order he has been declared general secretary of the union, the former general secretary by grace of the Communist Party being restrained by court injunction from acting in that capacity.

The cost of the action - payable by the defendants and the union - are over £ 80,000.

It could well be that the 99% of the union membership who are not Communists may decide that this is a pretty high price to pay for the privilege of having their affairs run by men whose allegiance in the first place is to political theories with which they have no sympathy. It could equally well be that a substantial proportion of this 99% may conclude that any benefits they may derive from the (undisputed) energies of their communist leaders are, in the final analysis, incidental to the far greater benefits those same leaders hope to win for the political party on whose behalf they are so assiduous in union affairs.

Meanwhile, with a comfortable majority on the union's Executive, the Communists are for the present still in charge of union affairs and very busy making things impossible for the new anti-com-

munist general secretary. Just how long the membership proposes to put up with this situation remains to be seen. With the election of a new Executive this month (September) and with every likelihood that this time the ballot will not be rigged in favour of the Communist candidates, they will have a chance to record their views. At this stage, with the Communists still substantially in charge of the voting at local and national levels, it is impossible to say whether any or all of the Party comrades leading the downhill charge to the gates of the workers' paradise will become unseated.

There are comforting signs, however, that the riding is getting rough. The national trade union centre, the TUC, issued a 'clean-house' ultimatum to the union in which it threatened the union with suspension and eventual expulsion from the TUC unless its Communist President, Mr F. Foulkes resigns immediately and submits to a fresh election; unless the five 'top-drawer' Communists in the union are debarred from holding office in the union for the next five years; and unless the decision made by the Communist-dominated union Executive, whereby the rightful Secretary, Mr. John Byrne, has been deprived of his powers, is rescinded. The ETU Executive rejected this ultimatum by 8 votes (Communist) to 3 (non-Communist), and the TUC General Council has now decided to recommend expulsion to its annual Congress, which is meeting this month. The effect is that the vast bulk of the union membership, made aware in such unmistakable terms of the extent to which the Communist leaders of the union are discredited in genuine labour circles, have been given good reasons to have second thoughts now that the Communists are again presenting themselves for election to union office.

Whatever the outcome of the forthcoming union elections may be one thing is certain: the workings of the Communist Party machine within the British trade-union and labour movements have been thoroughly exposed as a result of the

Court hearings. In his summing up, Mr. Justice Wynn said: 'Not only was the union managed and controlled by the Communist Party, but so managed as to serve the ideals of the party'. Earlier he had accepted as true the evidence given by one witness, a former member of the Communist Party, in which he stated that: 'Policies which had been decided by the Communist Party were imparted to us and it was our responsibility to have them implemented throughout the various branches of which we were members, and trade councils and so on'. The reference was to the meetings of Communist supporters in the union, and in particular their attendance at meetings of a so-called National Advisory Committee of which the judge said: 'In my judgment the true assessment is that the Committee was organized by the Communist section of the ETU with the authority, assistance and co-operation of the Communist party and it was not an organ but a tool of the party'.

One of the Communist defendants, with the useful nickname of 'Honest John', admitted in evidence that, when ETU conferences were held, there were gatherings of union Communist before, during and after these conferences, 'to discuss matters of policy, elections and how to achieve by lawful means the defeat of candidates who would be critical of the Communist leadership'. (In the event, some of the 'lawful means' proved very unlawful.)

Mr. Justice Wynn also found that 'in 1951 and presumably still in 1959 there was in existence an organised group which met regularly and discussed what policies and aims should be pursued by the union and what persons should be put into office to assist in that achievement.

The case lasted 38 days and, although dealing primarily with the 1959 union elections, can be said to have arisen from conditions to which very pointed attention was drawn in 1957. It had, of course, long before been an open secret that the ETU was being run by the Communists.



*Frank Haxell (right), the Communist who was ousted from the post of General Secretary by order of the court, looks very despondent during a break in the conference proceeding (Photographs: Daily Telegraph)*

With some 245,000 members working in key positions throughout the country, the union represents a rich prize able, with the aid of Communist techniques, to paralyse one section of industry after another. Little wonder then that, having won it, the Communists were reluctant to have their hold loosened, even to the extent of admitting just one non-Communist to executive office. Masters of the arts of the devious and the convolute, this time however, they cork-screwed themselves into trouble.

Their troubles really began when they 'arranged' for a Mr. L. Carron to be defeated in an election for a seat on the executive. The year before he had resigned from the Communist Party in revulsion against the Soviet treatment of the Hungarian freedom fighters. Although principal of the union training college, as a non-Communist (or rather a former Communist turned sane) he was anathema to his former party colleagues. Their arrange-

ments to render him innocuous were suspect at the time, however, and serious charges of ballot-rigging began to appear in the Press. In 1958, the TUC made the first of a series of attempts to get the union leadership to answer these charges. The union stalled and, for the time being, got away with it. It was not until 1960 that the lid blew off. The result of the December 1959 election of a general secretary was not announced until February the following year. (As stated, the Communist candidate was given out as having 'defeated' his non-Communist opponent by a margin of some 3,000 votes). With cries of 'fraud' now being heard on all sides, and the predominately Communist Executive of the union showing no inclination to clear themselves of these charges, the 'unsuccessful' candidate for the office of general secretary issued a writ leading to the court action the outcome of which has already been mentioned.

What now? As might be expected, an

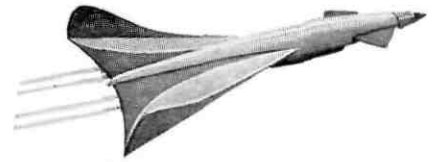
appeal has been lodged by the defendants; the rightful (non-Communist) general secretary is being prevented from carrying out his duties and generally hampered by the union's predominantly Communist Executive, and even runs the risk of being thrown out of office for failure to carry out its orders. As regards legislation to ensure elimination of the possibility of rigged elections, there is still much hesitation and doubt as to whether this is practicable or desirable. In Great Britain, as in most other countries, the national trade union centre is endowed with authority by virtue of the fact that it represents the forum of trade union opinion. Member unions are very conscious of their individual autonomy and resent any attempt to impose restrictions on the full exercise of their rights. The TUC's only weapon is suspension, followed by expulsion if the offending union persists in activities which bring the trade union movement into disrepute. As the practical result of expulsion from the national centre rebounds as much on the members as the offending officials, it can be appreciated that there is no great hurry to use it.

Notwithstanding the gravity of action of this kind, the TUC expelled the ETU early in September and its General Secretary subsequently wrote to ETU branch secretaries asking them "to consider their responsibilities for the future conduct of the ETU and its relations with the trade union movement."

With the Communists so particularly active in connection with the elections to the ETU executive during the present month, this reminder is clearly intended as a counter blast, the effectiveness of which will be seen when the election results are known.

The British Labour Party is also considering expulsion of the ETU, a report on its activities being due for submission to the Party's National Executive shortly.

# Supersonic travel - a look at the 70's



✦ How soon will aircraft passengers be transported at a rate of speed exceeding that of sound? Not before 1970, the International Civil Aviation Organization predicts. In a preliminary report to be considered at the summer session of the Economic and Social Council, ICAO says that a Mach 2 airliner using conventional light alloy materials probably could be produced and ready for commercial operation in about seven years from 1960, or a Mach 3 airliner using stainless steel or titanium alloys in about 10 years. However, since it is improbable that the necessary ground facilities for air navigation could be made available before 1970, this would appear to be the earliest feasible date for the introduction into service of supersonic transports of either type.

Turbojets in the airline fleets tripled during 1960, from 130 at the beginning of the year to 388 at the end. (Turbojet is the designation used by ICAO for turbine-powered jets such as the Boeing 707, Douglas DC-8, Comet IV, Caravelle and others). The total of 338 represents about 60 per cent of the jets ordered for delivery before the end of 1962. In all probability, says ICAO, almost all of this 'first generation' of jets

will have been delivered by the end of 1961.

### The Present Fleet

As the re-equipment programme nears completion for the long-stage routes, the major airlines are turning their attention to their shorter stage operations on which, for the most part, they have used turboprops and piston-engined aircraft. By the end of 1960 the world's air

transport fleet was made up of the following types of aircraft:

Turbojet 388, turboprop 723, piston-engined (four motors) 1,621, piston-engined (two motors) 2,282: a total of 5,014.

There were still far more DC-3's - 1,296 - than any other type. On the other hand, the jets, while only 7.7 per cent of the fleet, accounted for approximately 30 per cent of the total productive capacity, and the piston-engined group, representing 77.9 per cent of the total number, provided only 50 per cent of the capacity.

By far the largest single order in 1960 was for 80 Boeing 727's, an entirely new type. Together with the 45 Vickers VC-10's and the 24 De Havilland 121 Tridents ordered previously, these aircraft may be described as the vanguard of the 'second generation' of jets because they are scheduled to make their appearance in airline service in 1963, five years after the first Boeing 707's and Comet IV entered service. All of these new aircraft will have one feature in common: like the Caravelle, they will have their engines mounted aft on the fuselage. The Boeing 727 and the DH-121, which account for 70 per cent of the orders in this 'second generation', are both designed for short-to-medium range operations, and have the unusual common feature that they are three engined aircraft (the VC-10 will have four engines).

The most likely successor to the second generation of jets may well be a supersonic air transport, says the report. The jets themselves will begin to approach the speed of sound, and when that speed is attained, there comes a speed range where the ratio of drag to lift is so high that operations would be highly inefficient. It is therefore likely that supersonic transports, when and if built, will have to have speeds in the range of Mach 2 or Mach 3, or from 1,500 to 2,500 miles an hour.

The first type of supersonic transport will be an aircraft propelled by air-



*That old workhorse, the DC3, which started its life as the wartime Dakota, was still by far the most used civil aircraft at the end of the year 1960. The ICAO survey also shows that there were 1,300 DC 35s in operation at that time (United Airlines photo)*

*Passengers disembark from a Boeing 707 operated by Pan-American Airways. Will they be stepping out of a supersonic transport the time the year 1970 is reached?*



breathing jet engines with a cruising speed probably in the area of Mach 2, possibly Mach 3. Assuming that it is a Mach 3 type, it is expected that it will have an operational range of about 3,500 nautical miles, a cruising altitude of 50,000 to 80,000 feet, a probable maximum take-off weight of the order of 350,000 pounds, and a passenger capacity of approximately 100. The purchase price of such an aircraft, assuming that it has to cover only a small part of the initial development cost, will probably be in the region of \$15 million, about two thirds of this for a Mach 2 type.

Supersonic transports, if they are to be placed in airline service, will have to be designed in such a way that their level of safety will be equal to that of current commercial aircraft; that they will be able to fit into the existing pattern of operations both technically and economically; that the airports used by the big subsonic transport will not require lengthening or strengthening; and that the effects of the sonic boom and noise do not exceed a level acceptable to the public.

The ICAO report finds some confirmation of the theoretical possibilities thus envisaged in the fact that the United States is now engaged in the development of a supersonic bomber, the B-70, which is expected to fly in 1962 and which, if precedent is followed, might be the basis of a transport prototype.

#### **Development Costs**

One of the essential points on which there is general agreement is that the development costs of a supersonic airliner will be extremely high - in the vicinity of \$500 million to \$1,000 million - so high, in fact, that it seems improbable that any private concern will be able to undertake the development of this aircraft without considerable governmental financial assistance.

Although the growth rate of cargo traffic has shown a marked increase in the last two years, the scheduled airlines do not as yet seem to have penetrated

the world's cargo market to any important extent, ICAO says. There is no evidence that the cargo 'break-through' so often predicted is now in prospect in the immediate future, but there seems to be a growing realization of the special role that air transport can play in the distribution of manufactured products.


Many firms, for example, are finding that direct distribution from their plants to retail outlets or consumers is possible by air, with the resulting reduction or elimination of warehousing, wholesaling, packing and handling costs. One large European manufacturer of automobiles has, since 1958, been moving millions of dollars worth of parts annually between Paris and New York exclusively by air and has found that, for every \$100,000 worth of parts handled, savings on packing and unpacking, damage, insurance, warehousing costs and inventory financing total approximately \$17,000, with transportation costs exceeding surface transport costs by only about half that amount - to say nothing of the 15 days saved on time in transit.

While the turbo-prop passenger transports are going out of production, a considerable amount of publicity has been given to a new category of turbo-props that have just begun to be placed in service - the special all-cargo transports. The two types that have been ordered are the Canadair CL-44D, with a gross weight of 205,000 pounds and a maximum payload capacity of 33 tons, and the Armstrong Whitworth AW-650 Argosy, with a gross weight of 82,000 pounds at maximum payload of 14 tons.

These aircraft have been designed specifically for cargo operations. They both offer facilities for fully mechanized end-loading, and the manufacturers concerned have developed completely integrated cargo-handling systems which are expected greatly to reduce turnaround time - keeping it, in fact, within the time required for refuelling. And it is stated that these aircraft will have

direct operating costs as low as four cents per ton-mile, which will permit them to operate with revenue rates about half their present level. However, ICAO observes, the number of these aircraft ordered may be insufficient for them to have any marked immediate effect on the general level of cargo rates.

#### **Dominican unionists to train under AFL-CIO auspices**

 FURTHER STEPS in anticipation of the day when it will once more be possible for a free trade union movement to function in the Dominican Republic have been taken under the auspices of the AFL-CIO. A training programme for young Dominican trade unionists in exile is being started at the Labor Relations Institute of the University of Puerto Rico. The student group - numbering eight young men and including workers in the transport and stevedoring industries - has already arrived in Puerto Rico and will undergo a course which will include organizing and all other phases of modern trade union techniques. The course will last two months.

The programme has been drawn up by the AFL-CIO at the request of the General Secretary of the Inter-American Regional Organization of Workers (ORIT). It will be financed by the International Solidarity Fund of the ICFTU.

Serafino Romualdi, the AFL-CIO's Inter-American Representative, states that while all the students are members of the Free Democratic Dominican Trade Union Group in Exile, they are not linked with any political faction. 'As soon as the Organization of American States obtains guarantees that the creation and functioning of a free labor movement will be accepted by the Dominican Government, the entire operation will be moved there', he said.

## What they're saying



### Fact and Fiction

**THE** MANOEUVRES of the forces which were trying to sabotage African unity - while paying fulsome lip-service to it, of course - came to a head at the recent Casablanca trade union conference. This was deliberately packed by the organisers: their own organisations were each allowed six delegates, while others were entitled to only two. Not that this made much practical difference, for no regular votes were taken, no agenda was agreed, no attempt was made to verify delegates' credentials and no constitution for a new federation was ever submitted to the conference. Nor was any time allowed for the discussion of the many real economic, social and political problems facing the workers of Africa: the debate was sidetracked on to the subsidiary issue of international affiliation. The whole conference was characterised, in fact, by an atmosphere of carefully organised confusion culminating in the adoption of a charter 'by acclamation' in a rump meeting after the delegates of many ICFTU-affiliated organisations had already left in disgust at the manner in which the proceedings had been handled. This was the document which contained the ultimatum to African national centres wishing to join the new all-African trade union federation - a difficult thing to do anyway, since it has still no constitution or rules of any sort - to break off their existing international affiliations. (The ultimatum was subsequently given further point by John Tettegah who held out this threat to any national centre refusing to join this phantom body: 'We shall isolate them, break them, enter their countries and form AATUF unions there. It's as simple as that - total war'.) If those who were stage-managing this meeting had expressly set out to split the African trade union movement they could not have done better.

Later statements by responsible African labour leaders leave no doubt that the free unions of Africa are not prepar-

ed to submit to the dictation of a fictitious body which has never been regularly constituted and which - as the Casablanca conference clearly showed - has no claim to be representative of the African trade union movement as a whole. Labour leaders of the calibre of Kenya's Tom Mboya, Tunisia's Ahmed Tlili, Nigeria's Lawrence Borha and Sierra Leone's H. N. Geogestone, any more than many other prominent and representative African trade unionists such as Senegal's Cissé Alioune, whose organisations follow a genuinely neutralist line, are not going to be pushed around by any self-appointed continental directorate. In their own countries they believe in and practise the principles of free trade unionism - which include democratic procedures and freedom from government control; they are not, therefore, likely to surrender those principles at the continental level.

*From 'Free Labour World' (ICFTU)*

### On internationalism

**WITHIN** THE TRADE UNION MOVEMENT the really great value of international co-operation has always been understood. It is therefore quite natural that as commercial intercourse between the nations increases and communications improve, international trade union collaboration should also assume more concrete forms. Trade unions in the industrialized countries cooperate almost daily on the discussion and solution of questions arising out of the protection of workers' interests when economic communities come into being, in overcoming the social problems which automation creates, etc. But at the same time, the unions in the industrialized countries are also greatly concerned with social development in the so-called under-developed lands.

A great deal of material and technical aid is in fact made available to workers in the latter countries in order to provide them with opportunities of raising their social standards.

It should be noted that trade union

aid to these newly-created countries still on the threshold of their industrial development is not completely altruistic. It also involves, to some extent at least, the defence of their own interests. In a world that has grown very much smaller the workers' community of interest becomes ever more pronounced. Therefore it is only wise that those who are at present better situated should aid their colleagues who are lagging behind to help themselves. That is the best way of ensuring that working conditions develop in a positive manner.

*from Auto-ja kuljetusala (Finland)*

### Hair, hair, TWA!

**AN** INCREDIBLE SCHEME to administer 'the most unkindest cut of all' to Trans World Airlines Stewardesses has been hatched by management in a manner unprecedented in history.

Late in April, TWA issued a 'new, revised regulation' to hostesses which declared in part: 'The hair shall be worn close to the head and shall not be longer than 3 inches from the hairline when pulled straight. It must not extend below the top of the collar when standing erect.'

Not content with this switcheroo on a mass scale of the biblical role of Sampson, TWA management tried to out-Delilah Delilah by further specifying that it would be 'against regulations' to tint the hair in any manner whatsoever - to give it a rinse, to change its color, or to display it in any shade except the absolutely certified natural. They left no loophole for the age-old question as to does she or doesn't she? appearing - according to Egyptologists - in the hieroglyph inscriptions over the tomb of the Nile Princess Nefertiti.

And then as a totally illogical directive, the Company proceeded to threaten the girls with firing unless they dyed their hair back to its natural color. In other words, it is all right to dye one's hair - provided the company orders the color!

A registered letter to this effect went out to the girls. One hostess, who had

*(Continued on page 215)*

# International Transport Workers' Federation

President: R. DEKEYZER

General Secretary: P. DE VRIES

**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
- 258 affiliated organizations in 74 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*

Aden • Argentina • Australia • Austria • Barbados • Belgium  
Brazil • British Guiana • British Honduras • Burma • Canada  
Ceylon • Chile • Colombia • Costa Rica • Cuba • Curaçao  
Denmark • Ecuador • Egypt • Estonia (Exile) • Faroe Islands  
Finland • France • Germany • Ghana • Great Britain • Greece  
Grenada • Honduras • Hong Kong • Iceland • India  
Indonesia • Israel • Italy • Jamaica • Japan • Kenya  
Luxembourg • Malaya • Malta • Mauritius • Mexico  
The Netherlands • New Zealand • Nicaragua • Nigeria  
Norway • Nyasaland • Pakistan • Panama • Paraguay • Peru  
Philippines • Poland (Exile) • Republic of Ireland • Rhodesia  
St. Lucia • Sierra Leone • South Africa • South Korea • Spain  
(Illegal Underground Movement) • Sudan • Sweden  
Switzerland • Tanganyika • Trinidad • Tunisia • Turkey  
Uganda • United States of America • Uruguay • Zanzibar

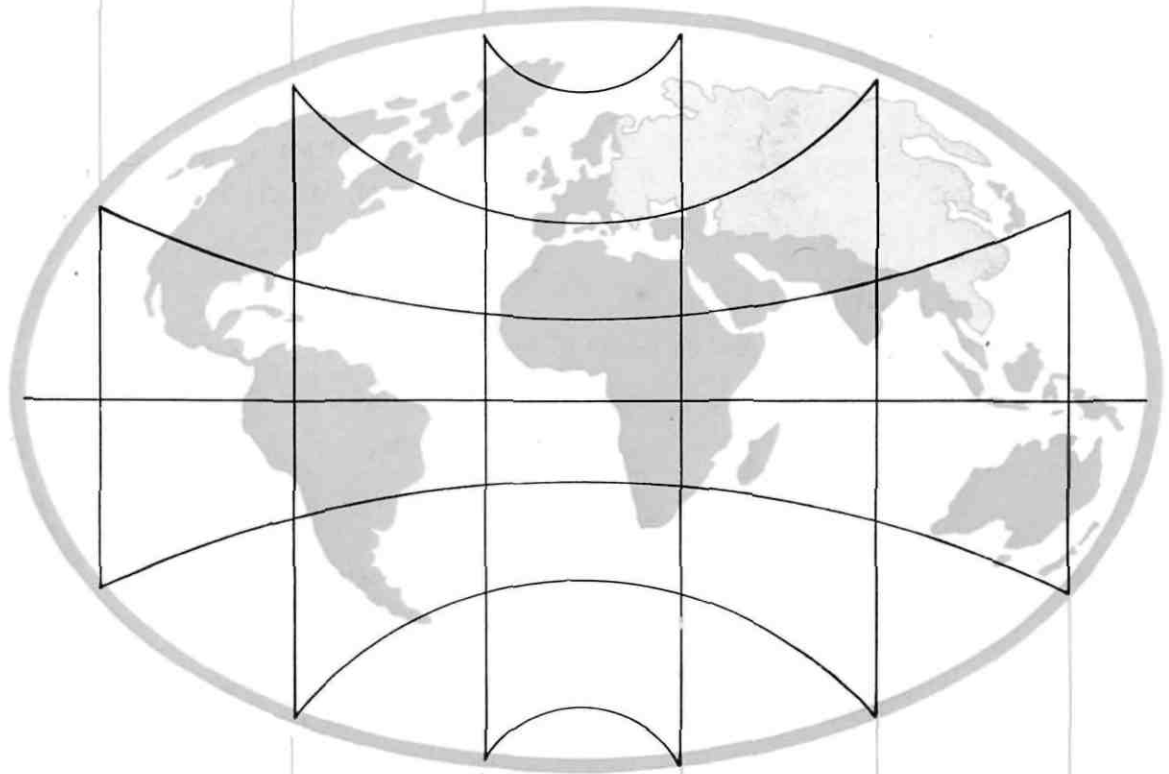
# Publications for the world's transport workers

International Transport Workers' Journal

Internationale Transportarbeiter-Zeitung

ITF Journal (Tokyo)

## Editions of Journal



Pressebericht

## Editions of Press Report

Pressmeddelanden

*Communications de Presse*

Transporte (Mexico City)

Press Report Two separate editions in English issued in London and Singapore