

Transport Workers' Journal



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An Austrian lorry driver at the wheel. The Road Transport Workers' Section of the ITF recently held an extremely lively and interesting conference in the Austrian capital



Monthly Publication of the International Transport Workers' Federation

**International
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Fishermen's Section Conference

Comment

New hope for refugee seamen

THE WEST GERMAN GOVERNMENT'S ratification of an agreement on the status of refugee seamen brings to a happy conclusion the efforts of eight European countries to solve one of the more serious human problems arising out of the Second World War. The first moves were made by the Netherlands government seven years ago after a report on the problem of refugee seamen, as distinct from refugees generally, had been submitted to the United Nations Advisory Committee for Refugees. Meetings followed with representatives from Belgium, Denmark, France, West Germany, the Netherlands, Norway, Sweden and the United Kingdom and by November 1957 an agreement was drawn up under which refugee seamen could be regarded as lawfully staying in the territory of the countries who were parties to the agreement and would therefore be entitled to receive travel documents. It was immediately ratified by all parties except West Germany, but this has now been put right and the agreement will come into force on 27 December.


This goes some way to end the distressing situation of refugee seafarers who, having fled their own countries, were never allowed to leave their ships and stay ashore because they had no valid papers. Now any of the eight countries will grant travel documents to a refugee who has been employed as a seafarer in ships of that country for 600 days in a period of three years prior to the date of the agreement. However, if he has not the required amount of service in a vessel operating under the flag of one of these eight nations, he is now entitled to apply for documents from the country where he last had 'lawful residence'.

Nor does the agreement overlook the case of a refugee seaman who may not be able to comply with these conditions. Provisions are made to protect his interest and make life easier for him.

Unfortunately, however, the agreement is only valid for the eight countries which signed it and there is no indication so far that any other government would consider acceding to it. At the 1958 Maritime Session of the ILO a resolution was passed expressing the hope that the agreement would be taken

(Continued on page 277)

A safe place to work in

 IT IS PROBABLY TRUE to say that most of the distressingly large number of lorry drivers who meet their deaths on the roads every year are, in the last resort, killed by the conditions in which they have been expected to work. These murderous working conditions are in their turn a reflection of the deplorable muddle and lack of organization which is so often characteristic of the road transport industry as we know it. This leads us to believe that the most effective way of promoting safety in the industry is by insisting on decent conditions, by doing all we can to promote legislation which makes it an offence to expect the driver to accept an appreciable risk as part of the daily routine of his job. We know that it is possible to get rid of the menace of driver fatigue by insisting on reasonable working hours, and that reasonable working hours can be achieved — in spite of the resistance of some employers — by resourceful and enforceable legislative measures. For all that, even the most comprehensive system of measures for assuring that the driver's working conditions are reasonable cannot abolish accidents altogether.

Attention was given to the problem of driving-cab safety at the *ITF* Road Transport Workers' Section Conference in Vienna at the end of October when delegates had before them a report drawn up by the Section Secretary dealing with this subject. The report stressed the urgent need to ensure that in future drivers' cabs should measure up to certain standards as regards strength and ability to withstand heavy impact such as would be encountered in a road accident. The Secretariat's report was largely based on legislation which has recently come into force in Sweden as the result of a long campaign conducted by the *ITF*-affiliated Swedish Transport Workers' Union.

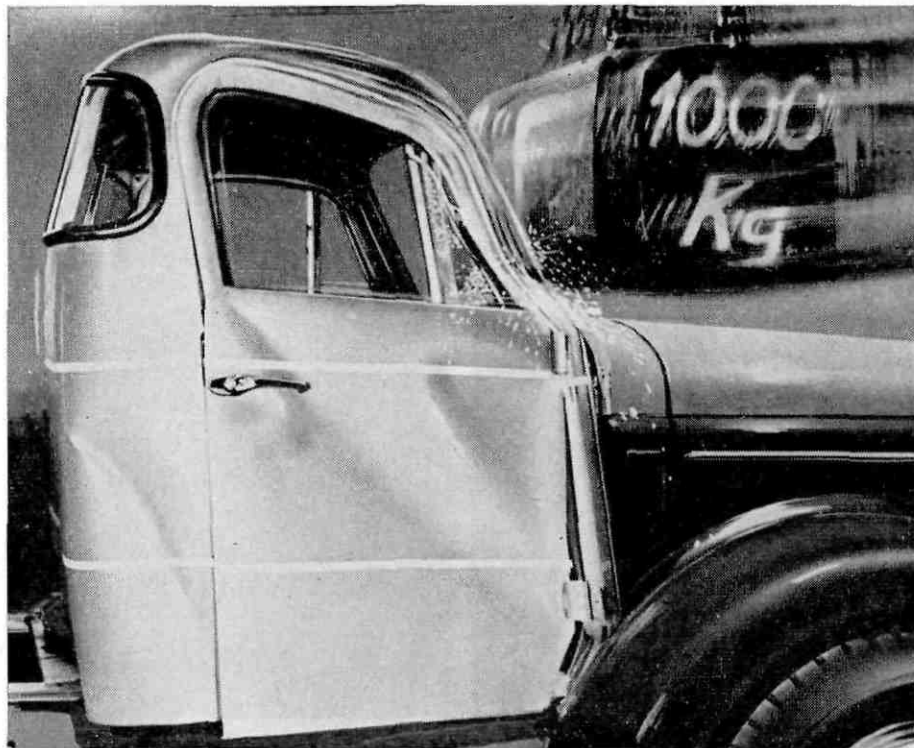
It is thus with considerable interest that we note this attempt in Sweden to tackle the safety problem from the other end, namely by seeing to it that the accidents which, in spite of every precaution, do occur, do not have fatal consequences.

(Comment continued from inside cover)

up elsewhere, and it is now up to seafarers' organizations to press for this improvement in the conditions of their less fortunate colleagues to be universally adopted. It would be criminal to neglect any opportunity — especially in this case where the effort and cost are so slight — of remedying the damage caused by a war which ended sixteen years ago.

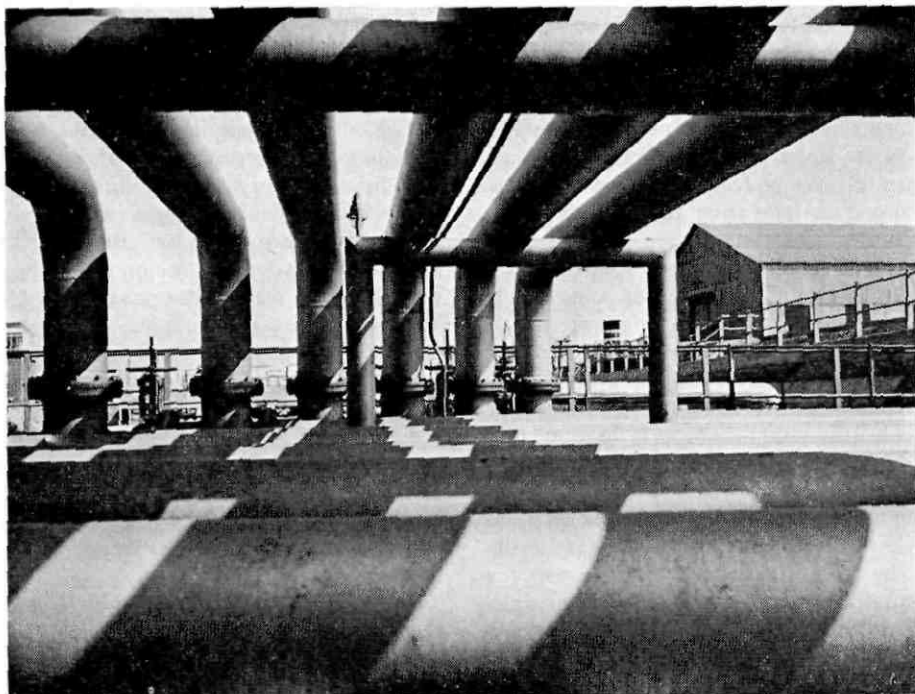
On 1st January this year new regulations came into force in Sweden laying down certain structural specifications for the driver's cabs of goods lorries, their chief aim being to ensure a solid structure capable of withstanding the severe impact stresses which would be met with in a

collision or in the lorry's being overturned. The new regulations are the fruit of three years of inquiry and technical research into the far from simple factors involved in assessing the probable and possible direction and force of the stresses that would be encountered on severe impact. Obviously, the driving cab of a lorry cannot be as strong as a tank, nor does it need to be, but the structural features of the lorries already manufactured in Sweden to meet the new requirements laid down by the Highway Authorities certainly indicate that there is considerable room for improvement in the great majority of lorries on the road today. If it is possible to design and construct a cab which will not fold up like a concertina, crushing the luckless occupants, it seems only reasonable to insist that *all* new lorries coming on the roads should meet these requirements.




The new approved pattern driving cab with-stands the impact of a swinging blow with a weight of 1,000 kilograms after a free fall of 3 metres. Deformation of the structure, as will be seen, is insignificant and certainly represents no danger whatsoever to the occupant of the cab

Pipelines in Europe



Pipe 'Motif' at a British refinery. Having completed its long sea journey from an Arabian or Middle East oil terminal, the tanker would discharge its cargo at a convenient jetty adjacent to the refinery. Here the crude oil would be refined for subsequent transportation by conventional forms of transport (Photograph: British Petroleum)

There is, of course, nothing new in the idea of laying pipes for the purpose of conveying liquids from one point to another. This was known and practised in the ancient civilisations. The pipeline, as such, however, came into its own in modern times with the growing need for oil and the need to transport it as quickly and efficiently as possible from the areas in which it is found to the areas where it is in demand. In some cases these are very far apart — Nature having failed to take into account the peculiar geographic distribution of our mechanical civilisation when it first laid down the oilfields. Man has for some time been busy rectifying this error by the construction of pipelines conveying the crude oil to those points where it can be stored or handled for further transportation.

 AT ITS SEPTEMBER 1959 MEETING IN SALZBURG, the International Railwaymen's Conference of the ITF considered *inter alia* the structural changes which were taking place in the European transport scene as a result of the increasing construction of pipelines and expressed the view that this would entail considerable losses to the traditional means of inland transport.

The Conference called for an all-embracing transport policy characterized by public control of the construction and operation of pipelines and gave it as its opinion that, by virtue of being public transport undertakings, the European railways were in the best position to undertake the construction and operation of pipelines in the interests of the community. It urged joint operation of railways and pipelines as conducive to rational siting of pipelines and to a sensible and efficient collaboration between the two means of transport.

The subject of pipe-lines also figured preeminently on the agenda of the conference of the ITF Road Transport Workers' Section which was held in Vienna in October last. Delegates to this conference considered a report on the problems arising out of the construction of pipe-lines as they affected the road transport industry and the conventional forms of transport.

A resolution adopted by this Conference embodied the view that the construction of new pipe-lines must be shown to be justified in the general economic interest and that measures should be taken to avoid adverse social consequences for workers employed in other forms of transport. The stand was taken that pipe-line transportation should be subject to public supervision and not operated in the form of transport for own account; that other forms of transport should be consulted on the granting of concessions; and that state transport undertakings should have the right to participate directly in the operation of pipe-line companies.

Although in areas where traditional means of transport are totally lacking or very inadequate this method of conveyance would appear to be the only solution to the transport problem, the knowledge gained in lengthy experience of pipe-laying and, in particular, improvements in technique, have led to a situation in which the pipeline is now in direct competition with traditional forms of transport already available in regions where there can be no question of the inadequacy of these conventional forms, i.e. road, waterway and rail. Moreover, the pipeline is being increasingly used for the transport of natural gas and coal (pulverized and fed into a pipeline system in liquid form) with the result that cargoes previously carried by conventional means are being diverted to a form of transport which for its efficient exercise owes nothing to the efforts of transport workers and everything to, initially, the pipe-laying engineer and, subsequently, the few engineers and elec-

tricians required to keep the installation in good running order.

The impact on the transport worker therefore may well as time goes by prove to be considerable in certain fields. On the other hand, if the problem is to be seen in perspective, it is well to reflect that the very nature of the pipeline precludes it from offering competition to conventional forms of transport in all except a limited range of liquid or paraliqoid goods and that it enables certain sources of natural wealth to be tapped and utilised which, but for the cheap and convenient means of transport offered by the pipeline, would probably remain unexploited or, which is inexcusable, simply 'burnt on the spot' as extraneous to a main activity and 'unusable'.

The first pipeline (about ten kilometres in length) was constructed in Pennsylvania in the year 1865. The fact that in the United States today there are some 2.3 million kilometres of pipeline, of which one million kms are in use for the transport of oil alone, is an indication of the extent to which this less conventional form of transport has been developed over the years.



Laying the Le Havre-Paris pipe-line across the Seine at Aiziers. Pipe-lines have certain advantages over the conventional means of transport with which, in a number of cases, they are, or will be, in direct competition

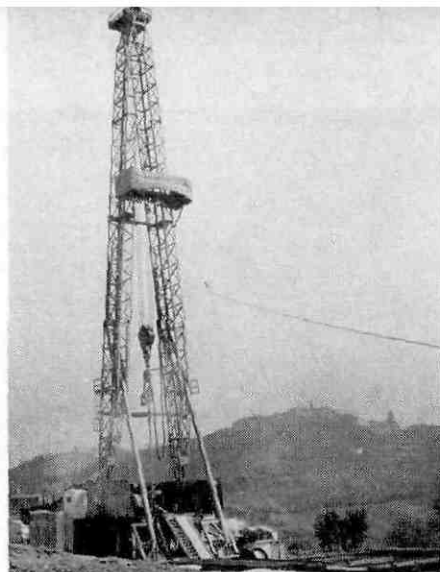
The big boost, however, came with the intensive exploitation of the oil resources of the Middle East consequent on the rapid development of mechanized transport. In the Near and Middle East, apart from getting oil to the Persian Gulf by this method, major pipe-lines were developed to enable oil to be loaded into ships at the Mediterranean coast, thus avoiding the longer haul by sea around Arabia and the payment of Suez Canal dues. Once aboard the tanker, however, further transport was by conventional means, which meant the tankers discharged their cargoes at the major ports of the consumer countries from where it was further transported to inland distribution centres by road, rail and waterway. The refineries themselves for the most part were situated at the major ports.

The advent of the pipe-line in Europe, however, has changed the picture not a little. The refineries themselves can now be constructed nearer the major centres of consumption. To an extent this has already happened. Oil is now being pumped along pipes to these centres where formerly it was carried by conventional means of transport.

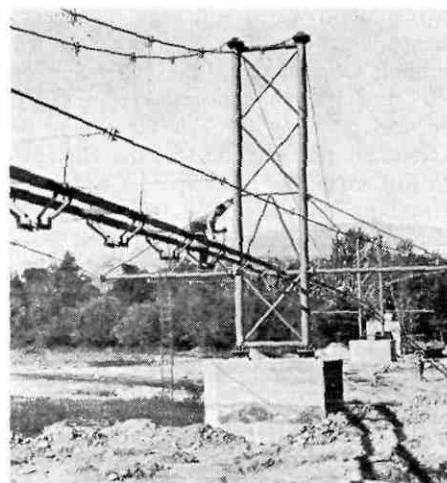
This present pipeline system is already fairly extensive — and is still growing. Already constructed are lines from Le Havre to Paris; from Rotterdam to Cologne; from Wilhelmshaven to Cologne (with branch lines from both arms: Venlo to Wesel and Gelsenkirchen to Wesel); and Genoa to Milan.

Under construction is a line coming up from the south from Marseilles via Strassbourg to Karlsruhe. From here a link is envisaged northwards to Cologne (to join up with the Cologne-Rotterdam and Cologne-Wilhelmshaven system) and southwards to Munich with branches to Venice and to Milan (thus linking with the Genoa-Milan line already built). The latter line would run via Switzerland as would also a proposed line Munich-Aigle and from there to Genoa. It is also proposed to link Venice and Vienna by direct pipeline.

Major refineries are planned at Karls-

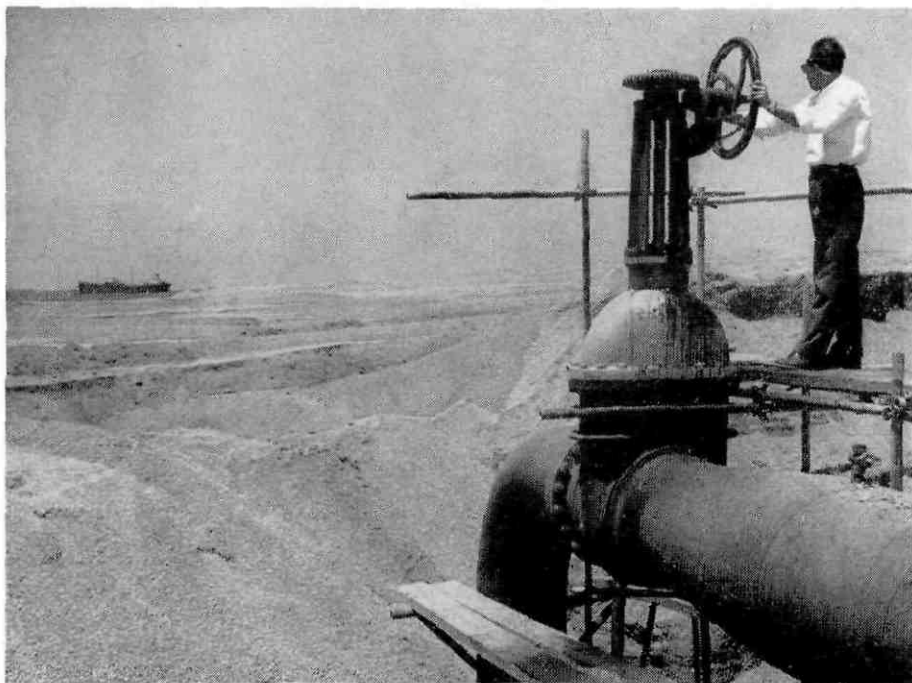


The development of pipe-line techniques has enabled other 'earthbound' sources of wealth to be tapped and conveyed at comparative low cost to industrial centres. Methane gas at this site at Cellini (Italy) is piped to an industrial centre at Teramo some twenty kilometres distant. (Photo by courtesy of Montecatini)



This methane gas pipe-line in Italy has taken to the air to traverse a watercourse. In the near future methane gas from the source at Cellini will be piped to a number of towns in the region thus assisting in the economic development of the district (photo by courtesy of Montecatini)

ruhe and it is estimated that the line Marseilles-Strassbourg-Karlsruhe (construction of which was authorized by a Decree dated 15 October 1959) will be carrying something like 20 m. tons of oil in 1965. It is expected to start functioning in 1963. Commenting on the Marseilles-Karlsruhe project, with its eventual capacity in the region of 30 m. tons, its sponsors assert that 'it is expected to cause a revolution in the transport of crude oil between the Middle East and North Africa on the one hand and Central Europe on the other —



The end of the Iraq Petroleum Company's 556-mile long 30-inch pipe-line from Kirkuk to the Mediterranean seaboard. Loading operations are about to begin — the tanker in the background being fed by means of flexible submarine pipe. This point has six sea-loading lines (Photograph by Shell)

a revolution which will begin two years hence when it will be able to handle ten million tons annually, the equivalent of 40% of French consumption in 1960. Instead of going through the Straits of Gibraltar, the Atlantic and the Channel to Rotterdam for transshipment to barges travelling up the Rhine (the statement continues) the tankers will find their journeys reduced by almost 1,900 miles.'

In Great Britain, which has a 1,200 mile pipe-line network, constructed during the war to supply military aerodromes, the introduction of legislation is being considered to secure in the national interest the orderly development of industrial pipelines. The question of pipe-line construction is now assuming a certain urgency with a private pipe-line company seeking powers to construct a 70 mile pipe-line from the mouth of the Thames to a point north-west of London for the transport of petroleum and liquefied gases. Eventually the pipe-line would be extended some 300 miles northward to Birmingham and the Liverpool region.

Mention of the eventual transport of liquefied gases serves as a reminder that, whereas the original pipe-line system was constructed almost exclusively for the transport of crude oil, modern systems, both under construction and envisaged, include the transport of any 'pumpable' and para-liquid commodity. In particular, the development of areas producing natural gas has led to plans to convey this product to consumption centres by means of pipelines.

Thus on the initiative of the French government, technical and economic research has been going on since the beginning of 1959 on transport and marketing of Saharan gas. Industrial representatives of the six Common Market countries have created a permanent study group for the same purpose. Italian interests are also bidding for Saharan gas, viewed as of considerable value in the development of Sicilian and South Italian industry. Under a scheme envisaged as a result of talks between French gasfield concessionaires and Italian industrialists at the end of November 1960, it is proposed to run a submarine duct from Cape Bon in Tunisia to Marsafa in Sicily (a distance of 80 miles) to convey natural gas from faraway Hassi Messaoud in the Sahara. A gas pipeline already exists from there to Mostaganem on the coast of Algeria (a distance of some 450 miles) and from thence eastwards to Algiers, some 200 miles away. It is proposed to extend this eastwards along the coast of Algeria and Tunis to Cape Bon via Bougie, Philippeville and Bone.

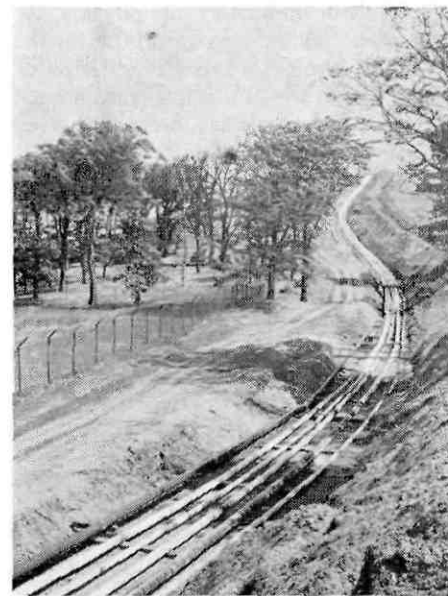
A rival scheme envisages a submarine gas duct from Mostaganem to Cartagena on the coast of Spain and thence by overland pipeline up the coast of Spain and thence by overland pipeline up the coast of Spain, across the Pyrenees to Lacq in France — where natural deposits already exist.

Early in November of last year a methane gas pipe-line was opened at Teramo (Italy). Operated by the Petrosud organi-

zation, it is designed to convey methane gas from the natural site at Cellini to Teramo. The British Ministry of Power is also considering plans for the construction of a local pipe-line to distribute methane gas imported from the Sahara to Great Britain. The gas would probably be used to enrich the local product from coal. Discussions are being carried on with an international oil company consortium — Conch — to work out plans for the construction of a liquifaction plant on the shores of Algeria. Liquefied methane gas would be imported in special low pressure tanks. Germany and Switzerland are also said to be interested in this methane import scheme and the construction of a pipe-line under the Mediterranean is understood to be under consideration.

Economic aspect

Pipe-lines are in effect another form of



A pipe-line complex in Great Britain. Four of the six pipes are for the transport of feedstock, chemical intermediates and finished products thus exemplifying a recent development in pipe-line technique. The line is 32 miles long linking a Shell Oil refinery at Port Ellesmere to the company's chemical works near Manchester (Shell Photograph)

There are advantages in pumping the crude oil from the seaport of discharge to refineries situated inland nearer major areas of consumption. This Shell photo shows the 180-mile long Rotterdam-Rhine pipe-line under construction near Venlo in the Netherlands



land-based transport. They are both complementary to and in competition with existing road, rail and inland waterway transport. The extension of overland and submarine pipe-line systems is also bound to have an effect on sea transport. Of significance, too, is the extent to which the pipe-line method of transport can and may be used to transport materials not primarily liquid but capable of being converted into liquid form. Thus, although transport by pipe-line is at present mainly connected with crude oil and petroleum products — to which may be added natural gases — the movement of solids is daily receiving increased attention.

As regards capital costs of pipe-line construction, it may be noted that, owing to the static nature of the pipe-line, these are relatively high. Balancing this, however, is the fact that operating costs are relatively low. Unlike other forms of transport, the cost of pipe-line transportation drops rapidly with the quantity to be transported. Each increase in the diameter of the pipe-line raises the capacity much

more rapidly than the cost of construction and operation. Optimum overall costs are obtained only if the pipe-line is operated continuously, however. By this is meant at full pressure day and night. An economic weakness of the pipe-line system, however, is its comparative inflexibility. Once laid, a pipe-line cannot be switched to other destinations.

The competitive aspect

The advantage of the pipeline over inland waterway, road and rail transport is that large quantities can be pumped in bulk over great distances with safety and cheaply. Recipient refineries, instead of having to be near the ports of tanker discharge can now be scattered in the areas of major consumption.

Some countries, such as Switzerland, lying at some distance from the sea yet with an economy largely dependent on the acquisition of fuel as cheaply as possible, see in the pipe-line method of transport a means to this end. Thus the Swiss Federal Council has gone on record with

the statement that 'the fact that the construction of a pipe-line would mean depriving Rhine shipping or the railways of traffic should not in itself be regarded as a reason for withholding a licence to operate'.

In his budget speech to the Tanganyika Central Legislative Assembly, the Acting Commissioner for Transport had this to say: 'the technical advantages of a well-operated, prudently managed railway will result in lower costs for long distance transport than can be achieved by other competitors except possibly pipe-lines... For substantial movements of certain fluids, pipe-lines are likely to have cost advantages over railways... As regards the movement of white oils, by transferring this traffic to a pipe-line at the appropriate time, tank cars can be phased out and capital investment avoided on increasing railway capacity on this section. Such arrangements would be possible if the EAR&H became the owner or at least the majority shareholder in the pipe-line project.'

The concluding sentence in this quotation gives a clue to the lines along which railway operators may be thinking in response to this new challenge to a conven-



Another view of the Dutch sector of the Rotterdam-Rhine pipe-line under construction. This pipe-line, now in operation, is part of a planned network of pipe-lines additional to Europe's existing complex transport system (Photo: Shell Photographic Unit)



Life-blood of our highly developed mechanical civilization, oil is more frequently found in worth-while quantities in regions far removed from those areas where it finds intensive use. This Shell photo shows a pipe-line in Venezuela bringing the crude oil from the oil field down to the refinery on the coast

tional means of transport. Certainly some thought is being given to the extent to which the pipe-line may become a serious competitor to the railway as well as other carriers. Thus the British Railways have been considering the possibility of pipe-lines alongside existing railway tracks. In this connection it is interesting to record the claim that the coal being conveyed along the 110 mile pipe-line in Ohio, operated by the us Consolidated Coal Company of Pittsburgh since 1957, is transported at a cost one-third cheaper than by rail. The technique employed is to pulverize the coal and add water. This is then piped to a centre near Cleveland. It takes a day and a half to transport in this form.

In Germany the hard-coal mining industry was reported as planning a coal pipe-line to carry coal by this method from the Ruhr mining area to Bavarian industrial centres and possibly on to Austria. This would be in direct competition with existing road and waterway transport.

At present Rhine barges carry some 10 m. tons of crude oil annually. Oil cargo figures, however, are falling in spite of an increasing demand for oil products and the refining facilities along the river. From the refineries themselves a certain amount of traffic by way of finished products is still being entrusted to tanker craft, but in terms of volume and distance this traffic cannot stand comparison with that from the sea-ports.

Clearly it would be somewhat prema-

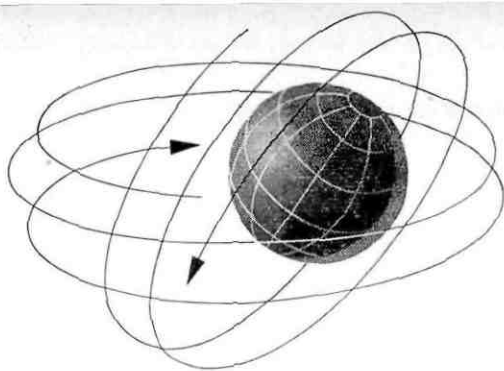
ture to endeavour to assess the actual impact of pipe-line development on existing conventional forms of transport having regard to the fact that this development is still taking place and a full statistical picture has yet to be produced. Much that is said on this subject must therefore be conjecture. Thus, on the question of Rhine traffic the European Coal and Steel Community regards the outlook for the transport of 'non-pipeable' products such as coal, iron ore and gravel as 'bright'. Barges will still be needed in growing numbers, it is contended, to carry away petrol and other refined products even if the crude oil is piped.

Whatever the full impact of pipe-line developments may be, transport workers are clearly interested in the extent to which it directly affects them as transport workers. They are also anxious to see pipe-line transport properly integrated into existing transport systems in such a way that its complementary rather than competitive aspect is emphasized. It could well be, as some authoritative opinion has suggested, that on balance a pipe-line system may encourage economic development along certain lines in areas formerly geographically unsuited and thus contribute to an expansion of transport activity in these regions. From this it might be inferred that the overall transport picture, as far as the conventional forms of transport are concerned, may undergo a shift of emphasis and concentration but not necessarily suffer a general diminution. At this stage of pipe-line

development, however, these considerations are still in the realm of speculation.

Also open to speculation are the intentions of some governments as to the extent, if at all, they are thinking in terms of control of pipe-line development and its integration into the present conventional transport network. In this connection, the British government, in the person of its Minister of Power, recently announced that the development of privately-owned pipe-lines is to be governed in future by new general legislation. The procedure hitherto observed, therefore, whereby private projects were sanctioned piecemeal by means of ad hoc Acts, is to be discontinued in favour of general legislation. Although it is taking its time about enacting this legislation, the British government is clearly thinking in terms of a preference for development along the lines of 'private enterprise under suitable control' rather than envisaging the establishment of a public corporation.

In Switzerland, a popular referendum held on 4 and 5 March has given the Federal government authority to amend the Constitution in such way as to make legislation in this field a Federal affair. Although this prevents the elements of the Confederation from 'making their own arrangements', it does not necessarily follow that future Swiss legislation in the matter of pipe-line development will be along any specific lines. What is certain is that big business – very big business – is interested in pipe-line development. As guardians of the public welfare and national economic interests, it behoves governments not to allow themselves to be blinded to the need for regulative legislation in the best interests of their country's transport system by the financial power of the organizations sponsoring pipe-line developments.



Higher pensions for NMU veterans

ANCHOR MORE THAN 2,000 EX-MEMBERS of the *ITF*-affiliated National Maritime Union of America began to receive bigger pension cheques last month, when the maximum retirement benefit was raised from \$ 100 to \$ 125 per month.

The pension increases stem from the new contract signed following last summer's seventeen-day seamen's strike, when a 50-cent per man per day rise in employer contributions was negotiated.

In addition to the higher pension benefits, the Trustees of the *NMU* Pension & Welfare Plan also announced that the hospital expense benefit for seamen's dependents would go up from \$ 8 to \$ 16 a day and that the schedule of payments for dependents' surgical benefits are doubled - from \$ 150 to \$ 300.

On hospital benefits for dependents, the Welfare Plan will now pay hospital charges up to a total of seventy times the \$ 16 hospital benefit, as against 31 times the old rate of \$ 8.

ILO labour institute begins first course

GLOBE THE INTERNATIONAL INSTITUTE of Labour Studies of the International Labour Office has now commenced its activities with the holding of a three-month course attended inter alia by a number of trade unionists. The Institute has been established by the *ILO* to provide opportunities for advanced instruction in labour and social studies.

ITF Support for Finnish Seamen's Union in court action

ANCHOR EARLIER THIS YEAR a legal action was started against the Finnish Seamen's Union and its president. As a matter of principle the union had decided in 1945 that it would not allow its members to work with anyone who had served or collaborated with the Nazi Gestapo during the war. Therefore, when a known Gestapo collaborator took a job aboard a Finnish ore-carrier in January the crew refused to sail with

him and the master of the ship was obliged to sign the man off. But a case was brought against the Finnish Seamen's Union, and this has aroused strong feelings among trade unionists both in Finland itself and in other countries.

Both the *ITF* and the *ICFTU* have come out strongly in favour of the action taken by the Seamen's Union. Pieter de Vries, *ITF* General Secretary, sent a letter to the Union expressing his amazement that the seamen's refusal to work with a former collaborator of the Gestapo had been challenged in the Finnish courts. 'Anyone who belonged to the Gestapo, or encouraged or helped them should be an outcast from decent society, for he allied himself with an instrument of diabolical torture and death. Least of all could he hope to share the company of seafarers, who have the most international of professions and whose working life is one of fellowship irrespective of race or creed. It is altogether inconceivable that a man associated with the Gestapo should be accepted into such a fellowship and that any court should try to thrust him upon workmates who, with every justification, want nothing to do with him. If the hideous work of the Gestapo were so easily forgotten there would be a very poor future for the fundamental dignities and rights of any of us.'

Former ICFTU official dies

SQUARE WE REGRET TO RECORD THE DEATH, at the early age of 38 of Bro. Jay Krane who, for a number of years, was employed in the Organization Department of the *ICFTU* in Brussels. Bro. Krane died while undergoing a heart operation in Washington.

At the time of his death Bro. Krane was working in the Industrial Union Department of the *AFL-CIO*. Even before he went to the *ICFTU* he had been an active worker in the international field, firstly for *UNRRRA* and then in the European Office of the former United States Congress of Industrial Organizations.



The late Jay Krane is seen here (on extreme left) with Bros. Jack Purvis (*ICFTU* representative), Kasanga Tumbo (*Tanganyika Railway African Union*) and Pieter de Vries during a discussion of East African railwaymen's problems held at *ICFTU* headquarters

Union deputation sees minister about minicab problem


WHEEL MINICABS HAVE BEEN A SORE POINT with London's 10,000 licensed taxi drivers, ever since Welbeck Motors Ltd. put them into service last June. They do in fact constitute a threat to the taxi drivers' livelihood by providing an unlicensed hire car service which operates at cheaper rates than the taxis are able to afford, bound as they are by very stringent regulations. Taxi drivers feel that they are inadequately protected by present legislation on the hire-car trade, and several actions have already been brought against Welbeck Motors under various regulations. The first, even before the service began to operate, concerned the use of the minicabs for the purpose of advertising within the central area of London, forbidden under a regulation of 1958. A spokesman of the company said that the nine cars involved, which were seen moving in procession through central London, were being tested, not advertising themselves as was maintained by the prosecution. The company was nevertheless fined and ordered to pay costs on this occasion. Court cases have also been made out of the minicabs' use of the thoroughfares through Hyde Park, for, since advertisements appear on the cars themselves

as an additional source of revenue to the company, they contravene a regulation forbidding publicity within the confines of the Park.

The main problem however is in the ruling that minicabs must not ply for hire, but must be hired by telephone. A case was reported recently where a driver, when stopped in the street, asked his client to telephone to his headquarters while he himself got his instructions by radio telephone, before accepting him as a passenger. It is not clear whether the cab driver has violated the law in telephoning on the spot to his base to ask for instructions on a prospective fare. Another point needing legal clarification concerns the parking and standing in a public thoroughfare of vehicles not licensed as taxis, when there is an intention to pick up passengers for hire or reward.

Brother Sam Henderson, national secretary of the passenger services group of the Transport and General Workers' Union, led a four-man deputation to the Home Office recently in order to discuss the minicab problem on behalf of London's taxi drivers. He has stated that the many prosecutions pending would serve as test cases and would soon clarify the situation beyond doubt.

Communists fight to keep hold on British Union

 ALTHOUGH A BALLOT OF MEMBERS of the Electrical Trades Union for a new national executive committee has reversed the eight-to-three Communist majority on that body to a minority of two to nine, the struggle for power within the union is still very much alive. The new executive, which takes office on 1 January 1962, was elected following a court ruling that certain Communist leaders of the union had falsified ballot returns to ensure the election of Mr. Frank Haxell as General Secretary. Mr. John Byrne, Haxell's non-Communist opponent, was declared General Secretary, but subsequent Communist manoeuvres under the direction of


the President, Mr. Frank Foulkes, have apparently had the effect, for the time being at any rate, of removing all the effective power which previously lay in the hands of the General Secretary and the executive committee to the ETU's annual policy conference, which has in the past been heavily packed with delegates who support the Communists.

The absence of Mr. Byrne, who has been in hospital suffering from a stroke for much of the time since he became General Secretary, has proved a most unfortunate setback for the non-Communists. And the fact that the new executive does not take office until the beginning of next year has given the outgoing leadership time to ensure that they and their supporters remain in control of the union's affairs. A Rules Revision Conference — delegates to which were elected before the court judgment — was held in November and amendments to the union's constitution were passed which will virtually render the efficient working of the executive and administration of the union impossible. One of the most important of these amendments relates to disputed decisions of the executive. Under the old rule a disputed decision had to be referred to a ballot vote of members if ten per cent of the branches appealed against it. The amended rule reduces the number of branches required to appeal from ten to five per cent. This means that any decision the executive takes, therefore, which is unfavourable to the Communists, can be challenged and it could well happen that the executive will be inundated with appeals against decisions, which will make the efficient management of the union almost impossible. Other amendments to the rules mean that the executive will no longer be entitled to hold ballot votes of the members. All decisions will therefore have to be referred to the annual delegate conference. A rule restricting anti-leadership propaganda within the union has been deleted, thus leaving the Communists free to sabotage the new executive

by means of inter-branch circulars, etc. Balloting procedure has also been altered, ostensibly to guard against future voting irregularities, but the changes will also have the effect of discouraging the moderate — and usually apathetic — union member from using his vote. The first stage of the ballot will be for branch secretaries to send names of members entitled to vote to an accountant. He will send forms to the members asking if they intend to vote, and then send out ballot forms. Members thus have to take the trouble to return two separate forms if they wish to register their vote.

An ironic sidelight on the ETU affair is provided by the recent resignation from the Communist Party of Frank Haxell, former General Secretary. A statement issued by the party acknowledges that the fraudulent voting procedures revealed during the court hearings have discredited the party and Haxell, while still not admitting his personal involvement in rigging his election, accepts general responsibility for 'a number of actions that were taken in relation to the ballot'.

Negro bus drivers in New Orleans

 equality in the Southern States of the USA, a small but significant step forward has been recorded in the transport industry. The passenger transport company which operates buses and trams in New Orleans has recently hired its first two Negro drivers. A Negro boycott of the company had been threatened unless Negroes were afforded equal job opportunities.

At the close of 1961, we take this opportunity of wishing our readers throughout the world the compliments of the season and every success in the coming year.

Strength united is greater

by Pieter de Vries, General Secretary



IN A RECENT ARTICLE in these columns I dealt in some detail with a number of urgent problems which are facing the seafarers: problems which affect not only the old-established maritime countries of Europe and North America but also those of Asia and of the developing regions generally; problems which involve social issues, economic issues or arise out of technical change. In the conclusion of that article I stressed the fact that all these issues taken together might seem to involve an almost superhuman task for us – particularly when one considers that our reserves of both money and manpower are unfortunately limited.

The reason why we can nevertheless approach this task with sober confidence is a simple one: the fact that the strength of our international movement lies in its ability to concentrate the accumulated experience, know-how and fighting spirit of its individual members and make of them the most powerful weapon which the organized seafarers have in their fight to raise both their own standards and those of their brothers who are not yet properly organized. The unity of purpose and action which seafarers have shown in the international sphere is their most prized possession; without it they would be floundering around in a sea of troubles, being played off against each other by unscrupulous employers and governments alike, and, perhaps even more tragically, fighting one another for the achievement of limited or short-term gains.

Our late founder, Charles Lindley, once described the difficulties of organizing maritime workers in the nineteenth century as being rather like trying to dig in floating material and that is exactly the situation in which the seamen's unions might still have been in today if they had not learned the unpleasant lessons of disunity and division the hard way and profited from their experience.

Even though that is the case – and there is ample evidence in the shape of solid gains to testify to the fact – we have not reached the stage when we can afford the luxury of complacency or relax our efforts in the slightest degree. There are still many parts of the world where seamen are exploited and where the maritime trade union movement is as yet unable, by its own unaided ef-

forts, to give its members the kind of conditions which are truly worthy of seafarers in the second half of the twentieth century. On the other hand there are seafarers who, though well organized and able – within their own limits – to defend themselves against these kind of attacks, are nevertheless faced with the new problems posed by technological development, the world-wide menace of the phoney-flag fleets, and the threat of Communist infiltration.

In short, the seafarers must remain on their guard, must increase their efforts to improve conditions in the shipping industry wherever and whenever possible, and strengthen even further their international solidarity. The isolation of any free seamen's union from the international family of the *ITF* means that a chink has been left in the seafarers' armour and that their fight has been unnecessarily weakened.

For that reason, I profoundly regret the fact that a gap has recently been created in our ranks so far as the United States is concerned, where several maritime unions withdrew from the *ITF* following the suspension of the Canadian District of the Seafarers' International Union *SIU*. The events which led up to that suspension are well known and it is not my intention to rake them over again here. Nor do I intend to apologize in any way for the decision itself, which was arrived at with the greatest reluctance only after very careful consideration of the facts of the case. Interference in the affairs of a sister-union is after all an offence which cannot be tolerated in our movement unless, of course, one is at the same time willing to accept the chaos which would inevitably follow

from such licence.

Having said that, however, I nevertheless feel that the separation of some of our American friends from the rest of the free world's maritime workers is a very real tragedy and one which can only benefit the employers and the camp of Communism. It is all the more sad that at a time when the *ITF*'s campaign against flags of convenience is achieving more concrete results than ever before, very largely owing to the close collaboration established between the *US* maritime unions and their colleagues in other countries, these links should be broken over such an issue.

In an international industry like shipping the workers simply cannot afford division of this kind, even if it is on really fundamental issues. In my opinion, the time has come for a concerted effort by all the world's seafarers not merely to end the flag-of-convenience scandal once and for all, but also to take firm action to raise seafaring standards throughout the industry.

We are all of us very much alive to the threat posed by the use of cheap unorganized maritime labour in Asia and the Far East; the weakness of the overwhelming majority of the existing unions there make this threat doubly potent. At this time, we should be doing all that we can to build up these organizations into strong democratic fighting machines which can work effectively with their counterparts elsewhere and step up still further the power of our movement.

It is equally important, however, for the maritime unions of North America that there should be genuine unity among themselves. They too have had to beat off – even in very recent times – attacks aimed at destroying their own hard-won standards; these may be renewed in even sharper form, for the shipowners are quick to take advantage of divisions in the seafarers' ranks.

Past experience too has clearly shown the value of close co-operation between the *ITF* and the transport trade unions

(Continued on the next page)

Britain's seamen meet

⚓ THE ANNUAL GENERAL MEETING of the National Union of Seamen, which was held recently in London was the first at which Jim Scott addressed the delegates as General Secretary. His report, delivered at the opening of the meeting incorporated for the last time both a review of the union's activities and a presidential address. In future the former will be prepared in advance so that the delegates may study it before the meeting. Jim Scott spoke plainly on the subject of union discipline. Referring to the breakaway Reform Movement he appreciated the fact that points of dissension will arise but he expected members to honour their agreements and to use established constitutional and democratic methods to determine policy. 'These people clamour for democratic rights, but turn a blind eye to the very basic elements of trade union solidarity and democracy' he declared. 'Every sound trade unionist must realise the utter futility of having unions within the Union, and with having unofficial spokesmen in conflict with each other, and only one basic point - smash the Union in the hope of picking up some of the bits.' He was confident, however that the influence of 'organised conspiracies' and their unofficial activities was declining and that the Union would be able to go forward to meet the challenge of the times.

Many topics of great interest and importance came in for discussion at the meeting. The NUS has made many attempts to secure a revision of the Merchant Shipping Acts. The penal clauses about which the members complain are relics from another century and constitute an insult to the human dignity and self-respect of the seafarer. But awkward facts of which the ship-owners make full use in opposing the seafarers' claims, have to be faced. Ships have been held up because reckless

and irresponsible elements have refused to obey reasonable and legitimate orders; in the worst instances such conduct has amounted almost to mutiny. Behaviour of this kind must cease if any headway is to be made in the abolition of the penal clauses.

The demand for ship's delegates - or some sort of union representation aboard ship - was brought up again this

year. The General Secretary said that he had studied the question very thoroughly but that it was not a practical proposition. He hoped that this 'hardy annual' which had persistently cropped up in AGM agendas over a period of 27 years had been 'weeded out' for good. The Negotiating Committee was urged to press for a wage claim but was given full latitude in the timing of such a claim. Nobody in the Union was falling for the Chancellor of the Exchequer's plea for wage restraint, but the right opportunity should be watched for and seized when it came.

The General Secretary had something to say on the state of British merchant shipping. The public was often led to believe that shipping is in the doldrums and that bankruptcy is just around the corner for shipowners. On the contrary, however, the statistics showed that sea-borne trade was on the increase, parti-

In the foreground of the picture is ITF General Secretary, Bro. Pieter de Vries. Addressing the meeting is the General Secretary of the National Union of Seamen, Brother Jim Scott (Photographs by courtesy NUS)

(Continued from page 287)

of North America. One needs only to think of the success of the four-day Panlibhon boycott or of the great advantages which have resulted from US participation in the campaign to foster strong and democratic unions in the developing countries. Our friendship and mutual respect has grown consistently throughout the years in which we have worked and fought side by side. These are assets which cannot be too highly valued.

I believe that there is no rift so serious that it cannot be healed by goodwill, sincerity, by frank speaking and an honest endeavour on both sides to achieve a new basis for understanding and comradeship.



cularly in oil. But at the same time the actual number of seafarers employed had decreased. This indicated the advance in technological developments which meant faster ships with greater carrying capacity, reducing the numbers of seafarers in relation to passenger or cargo miles.

Brother Scott placed squarely on the shoulders of the Government the responsibility for the growing difficulties of coastal shipping. The Government, for doctrinaire political reasons was blunder-basic point at issue in the question.

Strong transport workers' unions ing about instead of adopting a realistic policy designed to develop an integrated transport system. The Chairman of the British Transport Commission has begun studies to determine forms of traffic which the railways do handle or could handle more satisfactorily than other modes of transport. It is felt that more of the coastal traffic may be handed over to the railways. This could result in the elimination of a vital section of our shipping industry.

The *ITF* was represented at the meeting by the General Secretary as is usual, although this year for the first time by Brother de Vries in that capacity. Brother de Vries reminded the delegates that the *ITF* derives its strength from the strength of its affiliates, much in the same way as the individual worker derives his strength, industrially speaking, from the strength of his union. If a national union depended on support from the *ITF*, then the *ITF* depended in equal measure on the support of the union in question. Speaking about the meeting of the Joint Maritime Commission in Geneva, he paid special tribute to the contribution made by the *NUS* delegation which was headed by Jim Scott. He went on to give a few details of the meeting, the points discussed and the resolutions adopted, talking at some length on the subject of the International Seafarers' Charter, and on the problem of Asian seamen employed in non-Asian ships, with wages and conditions far




Seen during the NUS Conference in London. On the left of the picture is ITF General Secretary, Brother de Vries, having a word with NUS delegate in Cape Town, Brother Noble at the back, and Brother Tibbles, his opposite number in Antwerp, on the right

worse than those of seafarers in advanced maritime countries. It was important to help Asian seamen, in countries like India, to organize themselves into strong unions. The *ITF* was trying through the *ILO* to bring about another Asian Regional Maritime Conference, such as the one held in 1953. On the subject of flag-of-convenience ships Brother de Vries reminded the delegates

of *ITF* policy in this question. As seafarers we take the position that, irrespective of the flag she flies, the nationality of the ship is determined by the real seat of ownership and management. This is also a principle which should govern trade union jurisdiction on the ship.

Altogether it was a fruitful meeting and was attended by 107 delegates, members and officials. The delegates spoke their minds and issues were not side stepped – a first class demonstration of trade union democracy. The decisions they made will be the basis of the Union's activities for the coming year.

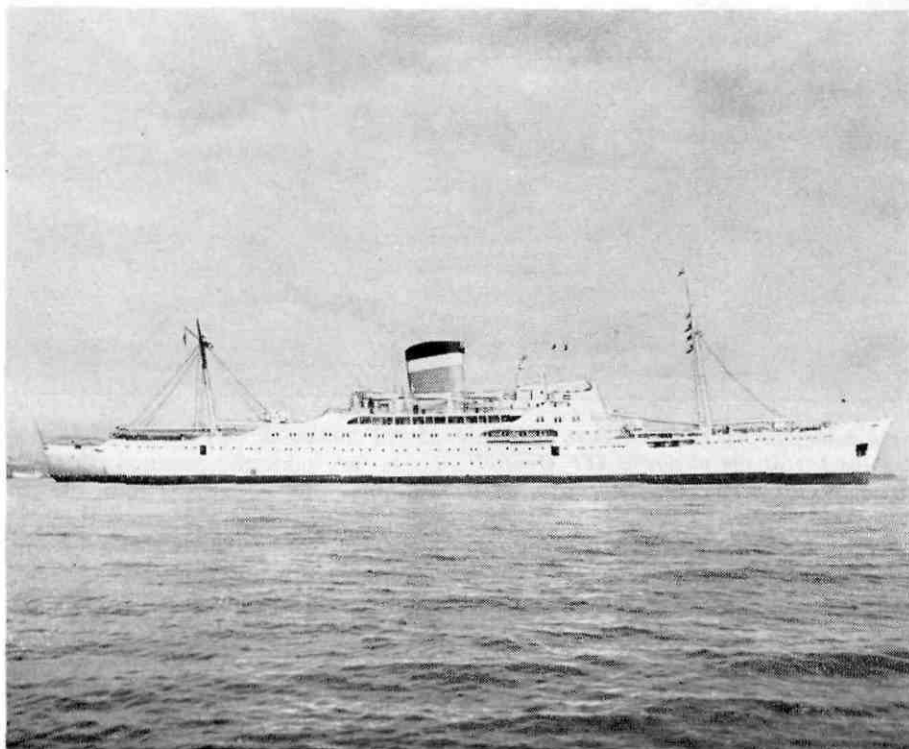
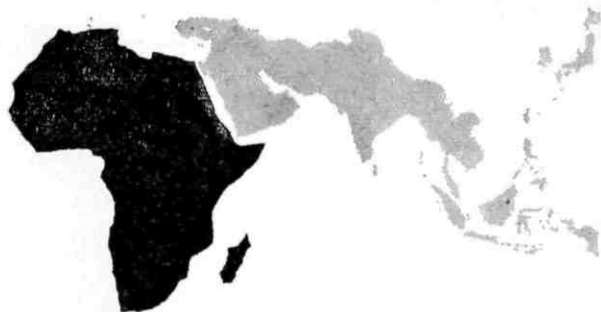
Sweden uses computer as aid to air accident prevention

 SWEDISH EXPERTS are optimistic about the help which they expect to receive in the prevention of aircraft accidents from an electronic computer which has been installed at the central aircraft workshops in Arboga. They point out that the equipment, which has been in operation since July, will provide complete statistics on material failures in air accidents and also provide information on the physical and psychological condition of air crews, the number of hours they fly and the various types of duty they perform, etc.

As yet the computer is not working at full capacity since it takes some time

to collect and feed into it the requisite statistical information. The experts expect such good results when it is working properly because Sweden claims to be the most advanced country in the world as regards statistical data on its air crew. Records kept go back some thirty years, including inter alia the results of regular medical checks, flying hours, the type of aircraft flown, the various kinds of flight duty performed.

Eventually, all these details as well as those concerning aircraft accidents will be fed into the computer and it is then confidentially expected that important connections will be discovered between the condition of air crews and of the materials used in aircraft construction and the accidents themselves.



Modernization programme for Argentine State fleet

 EARLIER THIS YEAR, Argentina's two State overseas shipping lines – the Flota Argentina de Navegación de Ultramar (FANU) and the Flota Mercante del Estado (FME) – were merged into a single company. Since then, the new company – known as Empresas Línea Marítimas Argentinas – has drawn up a plan for the complete modernization of the joint fleet, which totals 60 ships of an average age of sixteen years. This plan has now been approved by the government.

Under the first part of the plan, to be carried out in the period 1961 to 1964, forty-two ships, totalling some 383,526 tons gross weight, are to be sold and replaced by a smaller number of more modern and efficient vessels. Under the second part, due to be implemented between 1965 and 1970, the remaining ships (122,890 tons) of the

One of the passenger liners operated by the newly-formed joint Argentine State merchant fleet. A far-reaching modernization programme is now planned to increase the efficiency of the fleet and stimulate exports


present fleet are to be replaced, bringing the fleet's gross weight back to its existing level of some 500,000 tons.

The first part of the plan provides for the purchase of two 1,000-passenger transatlantic liners of 9,000 gross tons; the construction of fourteen fast freighters of 8,000-8,500 tons gross weight – additional to the ten freighters already under construction – and the purchase of four freighters of 5,000 gross tons. Three of the fourteen fast freighters will be built in Argentine yards.

Under the second part of the plan, 34 ships are to be built, all by Argentine shipyards: nineteen fast freighters, ten refrigerator ships of 4,000-4,500 tons, three refrigerator ships of 9,000 tons and two 1,000-passenger transatlantic lines of 8,000 gross tons.

Argentina is dependent for 98 per cent of her foreign trade on sea transport, but although the new combined State fleet still accounts for over fifty per cent of this transport, the low technical efficiency of the ships has caused the fleet to fall behind other shipping lines. The modernization plan aims to rectify this. It will also aid the government in its efforts to stimulate exports and increase foreign exchange earnings, and will provide an effective short-term stimulus to the development of Argentina's new but growing shipbuilding industry.


Argentine transport union leaders visit USA

 A LARGE GROUP OF OFFICERS from Argentine transport workers' unions (including several ITF affiliates) have been touring the United States under the auspices of the Bureau of International Labor Affairs of the US Labour Department.

In addition to making a study of the US transport industry, the group has been studying economic and social conditions; trade union organization, policies and functions at all levels; the structure of United States society and the position of minority groups. On their way back from the States, the group was also scheduled to pay visits to Puerto Rico and Mexico.

Among its members were Pablo Aiarcon, General Secretary of the Merchant Marine and River Boat Captains' Union; Luis Jose Cantelli, a vice-president of the Railway Workers' Union; Martin Ibañez, union secretary of the Argentine Social-Democratic Party who also works as a crane operator in railway workshops; Marcellino Ricardo Maturano, Vice-President of the Locomotivemen's Union 'La Fraternidad'; Oscar Amirico Salvatierra, Executive member of 'La Fraternidad', and Antonio Scipione, General Secretary of the Argentine Confederation of Transport Workers and President of the Railway Workers' Union.

Women dominate Ghana fish marketing industry

 A REPORT JUST SUBMITTED to the Ghana Government indicates that the marketing of fish in the country is still dominated by the woman fishmonger, known as the 'mammie'. The majority of the women, states the report, are small operators, but local fishermen are completely dependent on them for selling their fish.

'Although it is usual for the mammie to be the wife of a fisherman, there are many women along the coast who are now freelance fish traders. They are also processors, and carry out cleaning, smoking or drying of fish, often working through the night when catches are heavy.'

'Many of the coastal women have connections in the inland market towns to which fish is sent regularly, or sometimes a group of women will hire transport and visit the coastal villages, collect a load of fish and return to the inland markets.'


The fish mammies cannot be called fish buyers; they are selling agents, and only pay fishermen on the basis of the prices they themselves receive on the sale. In actual practice many of the fishermen are not paid in cash at all, but are provided with food and other necessities, and have no financial independence. The women take no financial risks, and fishermen do not know what their financial return is from week to week.

The report suggests that expansion of the fresh fish trade entails a gradual change in these traditional customs. First step in improving fresh fish trade entails a gradual change in these traditional customs. First step in improving fresh fish distribution should be the provision of better facilities by local authorities who control public markets.

'Any direct interference with the traditional trade', the report concludes, 'is likely to impose hardship on sections of the fishing community; it is more a

case of educating both fishermen and fish mammies in the economic benefits which will result from the use of wholesale markets and consequent broader distribution of their products.'


Incentive scheme for port employers

 AN INCENTIVE TONNAGE SCHEME for shore workers employed by the Calcutta Port Commission is now being put into effect as the result of a report by an arbitration commission.


In its original form, the scheme was to have been implemented as from 16 June last, but as the result of union objections – particularly by the National Union of Port Trust Employees – the whole matter was submitted to arbitration. The arbitration committee has now recommended its immediate implementation subject to certain amendments.

The revised scheme provides, inter alia, for an increased basic wage of 60 Naye Paise (a little over 12 US cents) a ton, as against the 52 N.P. originally proposed.

Okinawan seamen to join Japanese affiliate

 AT ITS 20TH REGULAR MEETING held recently, at the Kobe the ITF-affiliated All-Japan Seamen's Union decided to admit the Okinawa Seamen's Union to its organization. As a result, the Okinawa Seamen's Union is expected to become the Okinawa branch of the A-J SU. The Okinawa union was formed in August 1961 with a membership of 620, but now it is expected that more than 1,700 seamen from the inland will participate in A-J SU activities. A spokesman for the latter union has stated that the United States authorities in Okinawa have agreed in principle to the merger.

Hong Kong seamen's annual convention

 AMONG RESOLUTIONS adopted by the recently-held 8th Annual Delegates' Conference of the ITF-affiliated Hong Kong Chinese Seamen's & Marine




Employees' General Union was one expressing support for the ITF's campaign against flags of convenience and pledging the union's intention to aid this campaign in any way possible under the direction of the Federation. The Conference also decided to work with other ITF-affiliated seamen's unions in a programme designed to raise the wage standards of Asian seafarers, as had been proposed by the 2nd Asian Regional Transport Workers' Conference of the ITF.

An immediate organizational campaign to attract more Chinese seamen to join the union will also be started.

New officers elected by the union conference are President Chan-wai, Vice-Presidents Chiu wing-kiu and Leung Shiu-cheung, and General Secretary Yukan. These officers, together with the Treasurer and the Head of Organization Department, form the union's Executive Committee.

Our photograph shows the newly-elected members of the Executive Committee taking the oath.

Transport advisory committee for Hong Kong

 has recently appointed an advisory THE GOVERNOR OF HONG KONG committee on public transport which will keep under review the operation of all public transport services, examine complaints and suggestions received from the public, and make recommendations regarding the development of the public transport services.

Recognition for the transport driver




A lorry drivers' work is not just confined to driving his vehicle. After a tiring drive he may often be expected to assist in the loading or unloading of his cargo. A cargo of valuable or dangerous merchandise is entirely in the lorry drivers' hands until it is unloaded. Its safe shipment depends very much on his skill and sense of responsibility

shorthand for a subject which involves a number of issues. The Road Transport Workers' Section Committee at its meeting in April this year decided to circulate affiliated unions with questionnaires, the replies to which would serve as a basis for discussion at the Vienna conference. The questionnaires were intended to establish what requirements were necessary in the various countries concerned for obtaining bus or heavy vehicle drivers' licences; what courses, apprenticeships and examinations existed, how they were organized and by whom the cost was borne; what subjects were included in the courses; and what the unions's activities were in relation to these questions.

In view of the importance of road transport and of the heavy demands made on the professional driver, he does in fact carry a high degree of responsibility. But this responsibility is not always recognised for what it is by the employers and by the public at large. Lorry driving, for example, is a profession which is open to almost any individual who cares to take it up, provided he has certain very basic qualifications. Indeed the replies to the questionnaires showed that the requirements for obtaining a bus or heavy vehicle driver's licence are not much more difficult to satisfy than those needed for a motor car driver's licence. We feel that the professional driver, whether he drive a heavy lorry, a bus or a taxi, should be credited with a higher status than that which he is considered to have in most countries.

This is not merely a question of higher wages. In fact the matter of remuneration is the least important aspect of the problem. The authorities and the public are primarily interested in reducing the

 THE RESULTS achieved at the Road Transport Workers' Sectional Conference which took place in Vienna from 17 to 20 October have already been dealt with in some detail in the *ITF* Press Report. In addition, articles covering several subjects discussed there (such as the Channel traffic link; pipelines; and the improved construction of drivers' cabs) appear elsewhere in this issue. For that reason we propose to concentrate in the present article on an item which is of considerable importance to road haulage and passenger transport drivers alike and also one which aroused a great amount of interest in Vienna.

The item in question was entitled 'professional recognition of drivers', although it must be admitted that the title served only as a convenient form of

The lorry driver is extremely vulnerable. Statistics have shown that more buses and lorries are involved in accidents than any other vehicles. Although this may not mean that the drivers are always the cause of the accidents, the nature of the job requires them to spend their working hours at the wheel, thus increasing their statistical chances of being involved in an accident

number of accidents on the roads. It has indeed been proved that buses and lorries are involved in relatively more accidents than private cars, but this is not to say that the accidents are actually caused by the drivers of these vehicles. The employers for their part have an interest in seeing that passengers and goods arrive safely at their destination and that the vehicle and employee are adequately protected, though in many cases this concern may be of a purely commercial nature. But the trade unions place the driver in the foreground and insist that all finally depends on his sense of responsibility, reliability and ability. The alarming increase in road accidents in all countries must prompt us to give special attention to the qualifications of those workers who use the roads every day in the course of their work. In the new ECE Agreement establishing certain conditions for crews of motor vehicles engaged in international road transport, it is stipulated that the driver must be at least twenty-one years old. In addition he must be responsible and trustworthy, possess sufficient experience and the qualifications indispensable for the performance of his duties. Unfortunately there is no indication as to the precise meaning to be attached to these rather vaguely worded qualifications in the various countries. It will also be impossible to enforce these provisions unless clear evidence is available relating to the driver's training and experience.

The conception of the lorry driver as an unskilled labourer is widely exploited by employers. They may enable him to increase his earnings on the basis of the volume of goods carried, the distance covered or the time saved. But these practices are not in the interests of road safety. On the other hand the recognition of road transport driving as a skilled profession might be looked upon by workers in other trades, who have been extensively trained for their jobs, as a devaluation of their skills. This points to the need for training schemes for drivers and of



greater rigidity in the requirements and qualifications demanded of them.

From a moral point of view – and this is probably the more important aspect of the problem – it is noticeable how easy it is, under present conditions, for men to take up driving who are entirely unsuited for the type of work. The nature of lorry driving makes it attractive to an adventurous, individualistic kind of man, disinclined to work with others and to submit to supervision. This sort of man will be likely to disregard regulations and generally behave in an unsound or irresponsible way. It is these people who damage the reputation of professional drivers and lessen their 'market value'.

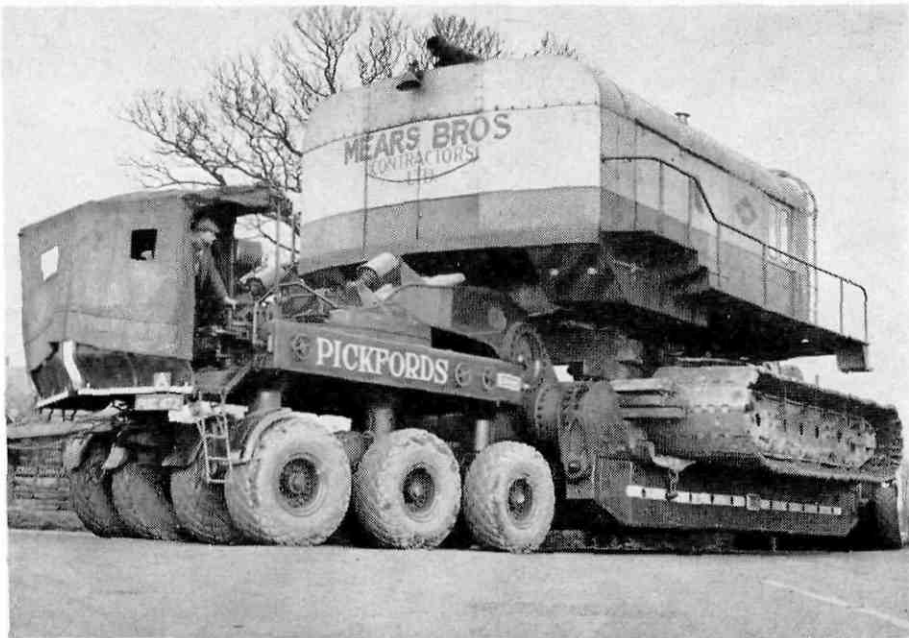
Many interesting points of view were put forward at the Vienna meeting with delegates drawing on experience of conditions prevailing in their own countries.

Brother Alex Kitson, General Secretary of the Scottish Horse and Motormen's Association, drew attention to the haphazard system of testing drivers in Great Britain. There was no clearly defined standard of testing candidates on their mechanical knowledge. It was more or less left to the individual examiner to decide whether a learner driver was capable of taking a vehicle on to the road. For example it was possible for a youth of seventeen to drive anything from a small private car to a commercial vehicle of 3 tons unladen weight. The only reservation for heavier vehicles was that the driver had to be twenty-one. In other words the same youth who passed

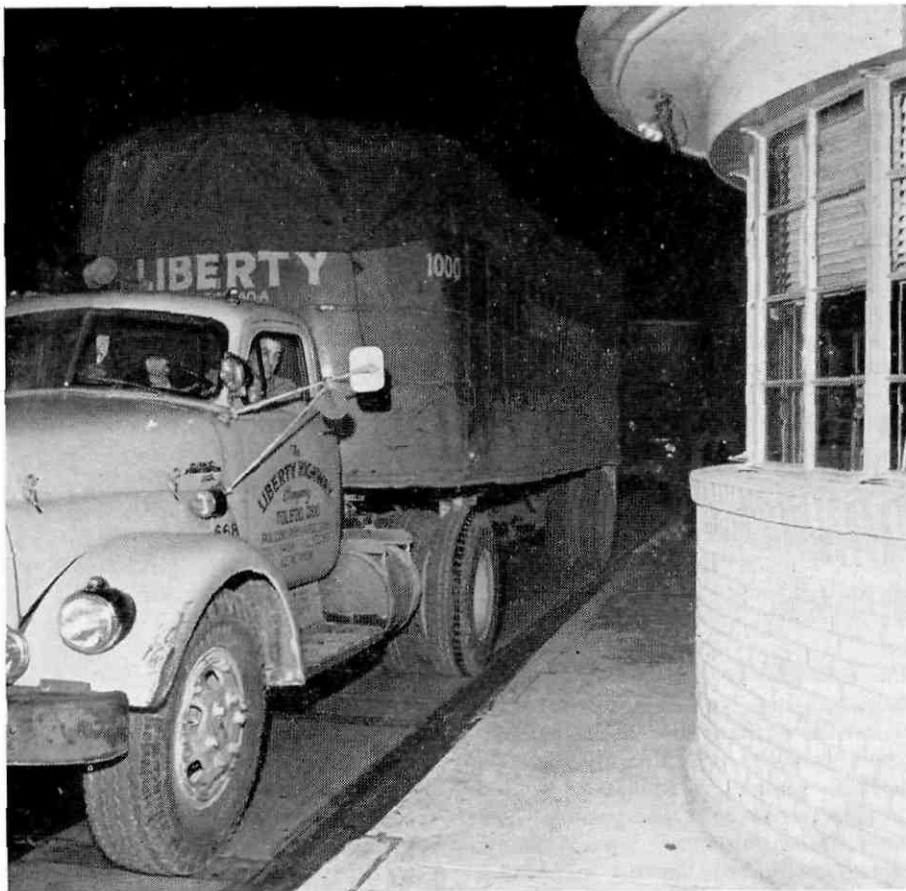
the car test at seventeen could take a lorry of anything up to 100 tons on to the road as soon as he reached the age of twenty-one. The test did not take account of the fact that commercial driving is a skilled profession; the point is that not only is the driving itself strenuous and hazardous, but the drivers bear a considerable responsibility – for the cargo and its loading towards the general public and to their own position as ambassadors both of their firm and, in international transport, of their country.

There are three main aspects to this question. Firstly an ethical one: the acceptance of commercial driving as a regular profession would give him a much deserved recognition of his skill and responsibility and enhance his status in the community, which would not only encourage him to take a pride in his calling but would make him jealous of its good name. Secondly the acceptance of recognised standards of skill and conduct in the road transport industry would make a great contribution towards improving road safety in general and the safety and comfort of the travelling public in particular. Thirdly, the driver who had reached these higher standards would be entitled to demand better conditions and higher wages. But it should be emphasised basic point at issue in the question.

Strong transport workers' unions could take the initiative in promoting or pressing for the establishment of training schools for road haulage drivers, and for the passing of legislation which would raise the qualifications necessary



Cumbersome, almost unmanageable loads are all in a day's work for the lorry driver. A load such as this one which could not travel other than by road is in the hands of the driver while he has it on his lorry. His responsibility should not be under-estimated



Night driving adds to the hazards present in a normal drive. Although traffic is less dense at night the lorry driver must not forget the responsibility he bears for his vehicle and cargo and has to resist the very strong temptation to fall asleep at the wheel, which can happen on any monotonous drive no matter how much the driver has slept beforehand

for entry into the driving profession.

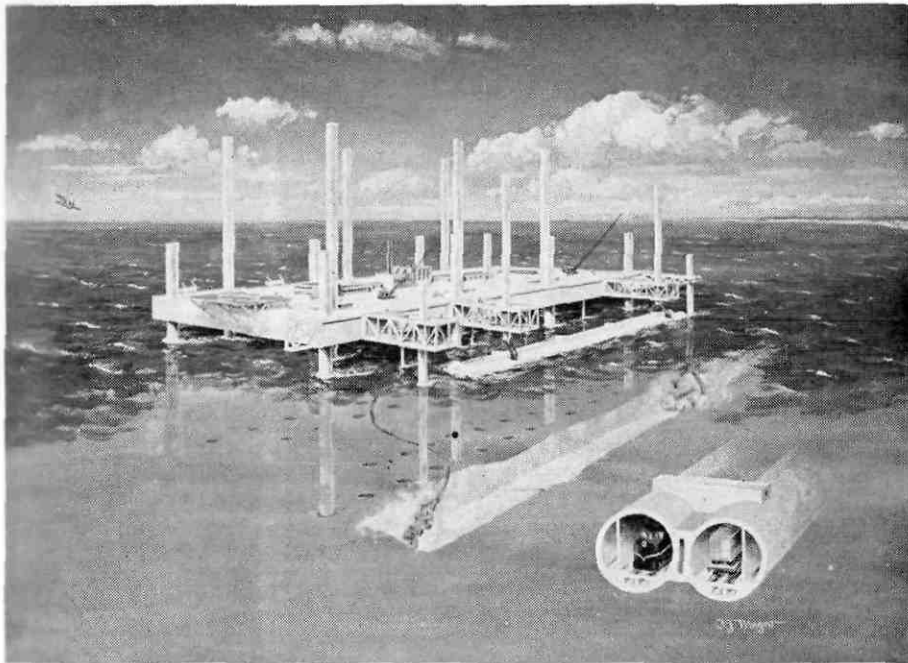
An example of such a course of action which had already been accomplished was cited at the Vienna Conference by Brother Perry of the Transport Division of Histadrut. Israeli road haulage has its own special problems, especially as regards climatic conditions and the state of the roads used. Sometimes a valuable cargo would be immobilised in the desert because of a minor mechanical fault. In view of this Histadrut decided to take action to improve the standards of training and, at the same time, the status of the drivers. Special courses were instituted to enable drivers to obtain a top class certificate and thereby qualify for an extra I £ 15 per month, which is not conditional on the type of work performed. Histadrut representatives approached the public authorities and asked them to finance a scheme of this kind. Drivers had to overcome certain inhibitions in taking the test — some had to take it several times before passing. The new system has afforded Israeli drivers increased social and professional status and not merely financial reward. Israel, an expanding economy with full employment, has shown itself willing to raise the professional status of its transport drivers on a permanent basis, and in so doing has set an example to other countries of the world where the road haulage industry is of importance.

Brother Kugoth of the German Transport and Public Service Workers' Union said that the money had been put up for a similar training scheme in Germany also, but that the employers were making propaganda out of it. In consequence it was decided to further the scheme on a trade union basis. Only a third of the funds had been used because of the difficulty in finding suitable instructors.


Brother Svensson of the Swedish Transport Workers' Union said that in Sweden, where there is a shortage of lorry drivers, the employers had ap-

(Continued on the next page)

The Channel Tunnel - shape of things to come?



The construction of a tunnel by the cut-and-cover method. A construction platform of the type shown is able to operate in water depths of 250 ft. and withstand hurricane wind and wave forces. The tunnel sections would be made in 400 ft. lengths, towed to the site and laid in a predredged trench, then backfilled. This method has already been used successfully in the United States

 AT THE CONFERENCES of the *ITF* Railwaymen's Section (in September) and Road Transport Workers' Section (in October) resolutions were passed in support of the construction of a tunnel linking Great Britain and France. In view of trends in trade and exchange of tourists in post war Europe this question has become more important than it ever was. It has lain dormant since before the last war but was resuscitated in the fifties to become once again the subject of exhaustive study and heated discussion.

(Continued from page 235)

proached the Transport Workers' Union to ask for their co-operation in starting professional training courses. But the Union suspects that this may be an excuse to use youths as drivers at rates lower than those laid down in the collective agreements. Brother H. Svensson said that a recent trip to the United States had shown him that lorry and bus drivers there enjoyed a greater degree of respectability than elsewhere and generally had a good professional reputation. In some large concerns the drivers may take part in organised competitions, and those who wear special caps and badges. This sort of thing increases the driver's professional self respect and his

prestige in relation to his fellow workers in other trades.

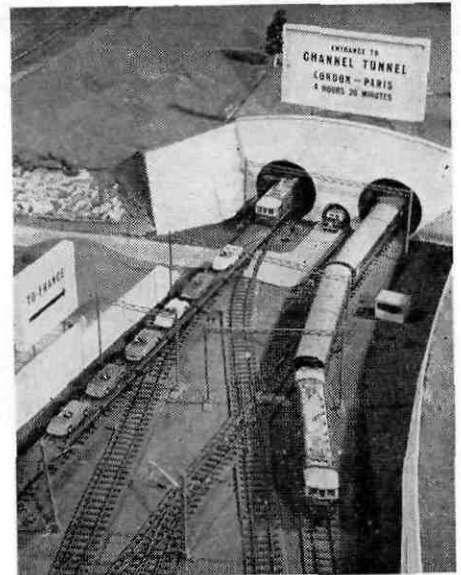
Brother Imhof summed up the points put forward in the discussion on this question. He said there had been a misunderstanding at the beginning of the discussion when it was said that the driver should be given a wage equal to that of a skilled worker. This was not, of course, the problem. The principal issue was an ethical one. The road transport driver should be given the benefit of recognition, and should be allowed to enjoy a certain professional prestige. All the delegates were agreed on this. Brother Imhof promised that the Section Committee would pay serious attention to the question and work in co-operation with the *ITF* affiliates concerned in order to prepare suitable proposals.

In July 1957, a Channel Study Group was created on the initiative of the Suez Canal Company. The Study Group was set up by four interested parties: The Channel Tunnel Company Ltd., its French counterpart, the Société Concessionnaire du Chemin de Fer entre la France et l'Angleterre, the Suez Canal Finance Company and finally Technical Studies Incorporated of New York. The object of the Study Group was to examine the possibilities of building a tunnel for either road or rail linking Britain with France. Their investigations covered traffic surveys as well as the technical, geological, legal and financial aspects of the project. Their report was made available at the beginning of 1960 and is currently being studied by the governments of Great Britain and France. At the same time, however, other interests have been studying the possibilities of constructing a bridge across the Channel and proposals to this end have also been devised but it was not until the idea of a tunnel under the Channel has a long history. As early as 1802 Napoleon entertained the idea as a means of military access to Britain. Since that time a host of different schemes varying widely in complexity and ingenuity have been the subject of public discussion. The latter half of the last century that the proposition seemed at all practicable and began to arouse the interest of competent engineers. Finance Companies were formed on both sides of the Channel which eventually fused into the Channel Tunnel Company and the French Channel Tunnel Company (Société Concessionnaire du Chemin de Fer Sousmarin entre la France et l'Angleterre) which

On the model the entrance to the tunnel is placed in close proximity to the terminal itself. In reality, however, the entrance would be situated about six miles from the terminal. As can be seen there are two single line tunnels with a third smaller one to run between them. This latter would be for the purpose of servicing and inspection

still exists today. Initiative was taken by enterprising men on both sides, and limited powers were obtained by the South Eastern Railway, whose shares in the Channel Tunnel Company have been inherited by the British Transport Commission, as in France the Northern Railway's share in the French Company were taken over by the Nationalised Railways. In fact excavations were begun near Dover and on the French side. But the British Government has always maintained a wary attitude towards the project and to this day has never committed itself finally to the construction of a cross-Channel link. About 1880 objections began to be raised in influential circles. It was argued that a direct link with France would constitute a threat to the security and traditions of this island. Military arguments were those which carried most weight. It was pointed out in vain that the Duke of Wellington had opposed the building of a railway from Portsmouth to London on the grounds that it would facilitate the movement

of French troops on the capital, and that Palmerston had condemned the Suez Canal as likely to endanger the Indian Empire. Sir Garnet Wolseley, the chief organizer of opposition to the plan at this time had succeeded in arousing the insular instincts of his countrymen and soon enough Parliament was besieged with petitions calling for the project to be abandoned, and a committee of both houses of Parliament charged with examining the question came out against it in 1883. The next time serious attention was given to the matter was in 1929 when Baldwin empowered a committee of the Economic Advisory Council to examine the economic implications of a tunnel. Their conclusion, although guarded, was that it would be of economic advantage to the country. But the idea found no enthusiasm in commercial circles and met with hostility from some shipping and agricultural interests. Because of this and of the usual objections on defence grounds the plan was turned down, although the motion concerning



it was defeated in the Commons by a margin of only seven votes.

However since that time something of a revolution has taken place in defence and military strategy. A narrow strip of water no longer affords Britain the protection it has done throughout the ages. Indeed with the increase in trade, cooperation between Britain and the nations of Continental Europe will become a necessity rather than a 'project worth studying'.

A number of different schemes have been proposed, including a rail tunnel built to accommodate vehicle carrying trains, a combined road-rail tunnel, a twin tunnel constructed by means of pre-fabricated tubes sunk into the seabed, and a bridge. The report of the Channel Tunnel Study Group, however, although not opposed to the construction of a bridge and recognising the advantages of the latter over a tunnel, has recommended a rail tunnel designed for the transportation on a large scale of road vehicles as the link with the most all round advantages. The geological formation of the earth under the Channel is known to be eminently suitable for the boring of a tunnel. Geophysical investigations have so far revealed no major fault in the chalk layer which extends across the entire width of the Straits of Dover. This layer of chalk, impervious to water and free from rock, is the ideal substance

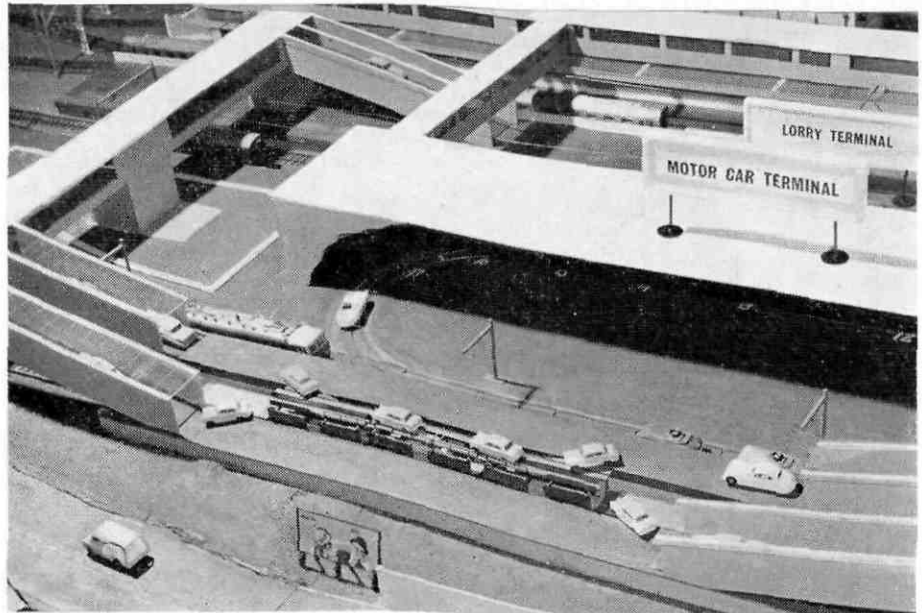
The terminal would be situated near the A20, the main road from Dover to London. This part of the northern end of the model shows how the terminal would be linked directly to the road. It also shows how the rail terminus would be arranged in loop formation to permit the side loading of vehicles



A working model of a rail terminal to serve the English end of a Channel tunnel has been built by the model section of the British Transport Commission's Publicity Department. The photograph illustrates the method of loading motor cars which would most probably be used. By side loading the vehicles may be driven on and off the trains simultaneously. With ramps at different levels on either side of the railway track, they may also be loaded on both decks simultaneously, in the case of double deck carriers

through which to bore a tunnel. An important consideration in a tunnel of this length is the question of ventilation. In a road tunnel elaborate and costly arrangements would be needed to disperse the exhaust fumes and to keep a flow of fresh air moving through it. In the rail tunnel on the other hand the trains would be electrically drawn and would give off no fumes. In addition the suction created by trains moving at high speeds along such a tunnel would generate a flow of air which would provide the necessary ventilation without any special devices needing to be built. The two single track rail tunnels proposed would permit the passage of trains at high speeds. If an average speed of 60 mph is possible, then the tunnel could cope with 20 trains an hour. If double-deck trains were used it would be possible to carry 300 cars per train. Thus six such trains per hour would give a peak carrying capacity of 1800 cars per hour, well in excess of the probable capacity of a road tunnel. More trains could be run if necessary. It is estimated that it would take a car 45 minutes to get from portal station to portal station by this method. Cars would drive on to both decks simultaneously from ramps at different levels. Lorries would be loaded over the buffers, on to special low loading rail trucks which could take lorries of up 12 feet 6 ins.

The normal schedule would provide for car carrying trains every 15 minutes, but in addition to these a number of through trains would also be run. Fast services between London and Paris and Brussels are envisaged. The journey from London to Paris would take 4 hours 20 minutes, averaging 70 miles per hour through the tunnel. Electric locomotives specially built to use both the British 750 volt direct current with third rail collection and the French 25 KV at 50 cycles by overhead collection would be used for such expresses. Track installations would be constructed according to Berne gauge specifications, universal on the Continent. The unfortu-



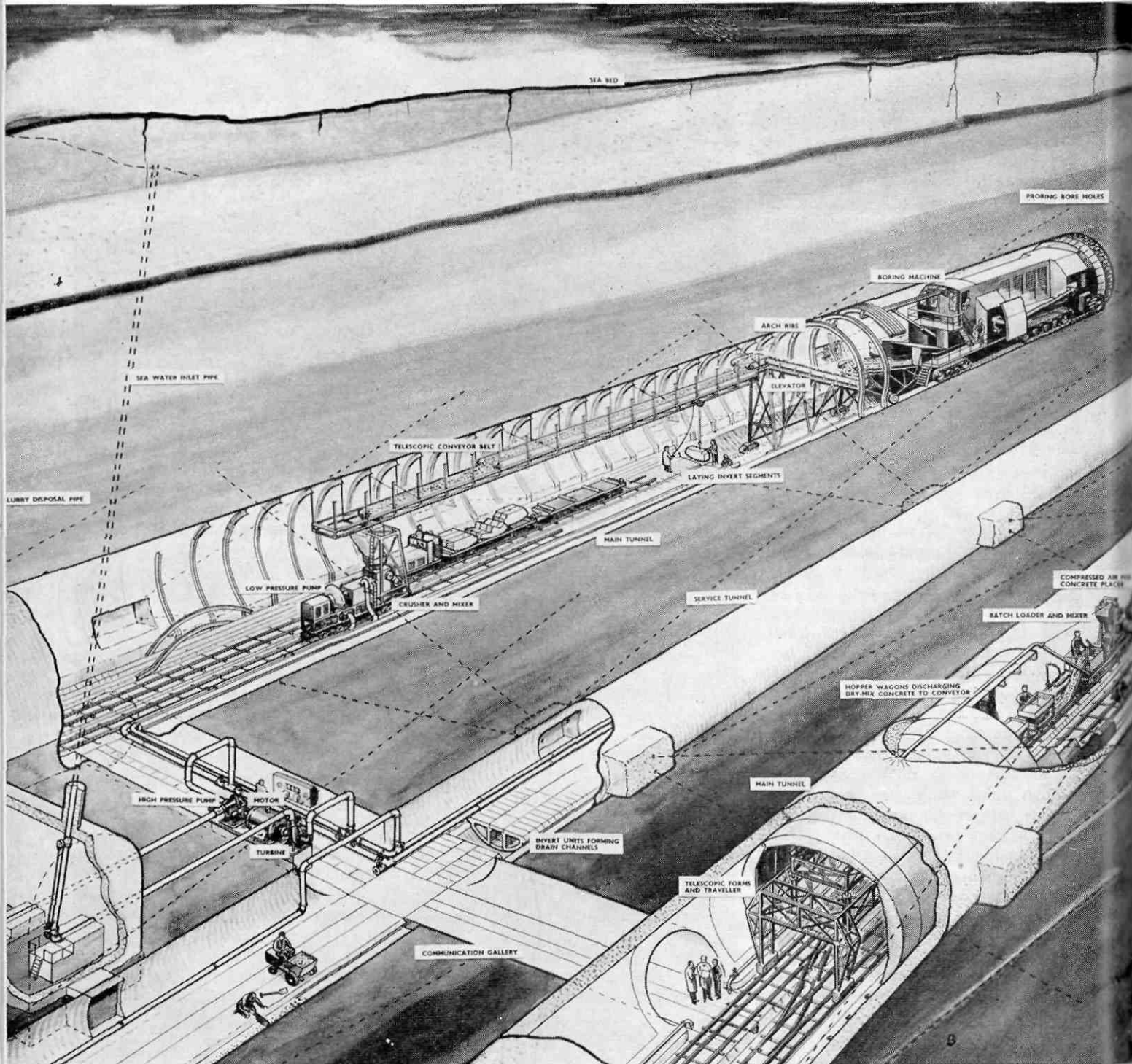
nate difference between British and Continental gauge would prevent rolling stock built to Berne specifications from running on British Railways. The stock making up the through express trains would therefore be built to dimensions which have long been accepted for the sleeping car trains now operating, which are transported across the Channel by ferry.

The Study Group's investigations have also covered a thorough survey of traffic. In an enterprise such as this it is necessary to know what must be catered for. Thus the traffic which might be expected to use the tunnel in 1965 if it were completed by then has been calculated, on the basis of 1957 traffic. An approximate increase of 42% in passenger traffic and 65% in vehicle traffic can be anticipated for the period 1957-65. Apart from this it has been learned from experience that new and improved methods of communication result in increases in traffic. Thus an additional increase of 60% for vehicles may also be expected. It may be assumed that 90% of vehicle traffic crossing the Channel would be diverted to the tunnel. In 1957,

285,900 accompanied vehicles crossed the Channel by existing routes. It is calculated that in 1965 676,000, and in 1980 1,127,000 would use the tunnel.

The motorist would be able to time his journey at 83 minutes. 38 minutes would account for travelling, 12 minutes for loading and four and a half for unloading; the survey also anticipates 22 minutes waiting and six or seven minutes customs inspection. The terminal stations 44 miles apart and situated near Dover and Calais respectively, would be equipped with separate motor car and lorry terminals. Side loading for the car carrying trains would permit loop termini at the portal stations, so that shunting would be eliminated and terminal time minimised. There would be an extensive marshalling yard at either terminal, for the redirection of goods traffic. The tunnel itself would be 32 miles in length, of which 20 miles would be under water, since the special requirements of the railway call for a gentler gradient than would be necessary for a road. Any customs formalities which may be necessary would be carried out at one of the portal stations, probably Dover. Thus the

The method of tunnel construction proposed by the British consultant engineers, Sir William Halcrom and Partners, Livesey and Henderson, and Rendel, Palmer and Tritton. The method is by boring and provides for two main single line tunnels for rail traffic and a smaller service tunnel between the two
(‘Modern Transport’ photo)



through expresses would only need to make one stop.

A variety of other projects for a possible tunnel have been put forward, some for a mixed road-rail tunnel; others for a road tunnel. The French engineer Basdevant devised a scheme for a single tunnel comprising two sections, one above the other and with an interior diameter of 52 ft. The upper section would carry a dual carriageway with two lanes in either direction for road traffic, and on the lower level there would be a double railway track. The estimated cost of this scheme is in the region of £195 m.

A similar plan has been prepared by the Danish firm of consultant engineers, Christiani and Nielsen who built the Maastunnel in Rotterdam. It provides for a 32 ft. by 97 ft. rectangular tunnel and comprises a double railway line and four road traffic lanes. It is expected that this scheme will be submitted to the British and French Governments in the near future.

The Study Group report examines the possibility of a mixed road and rail tunnel. But there are important drawbacks to the construction of an underground road link over such a long distance, drawbacks which give added weight to the arguments in favour of the rail link. The road tunnel would be about 26 miles long, of which 23 miles would be under the seabed. The report considers a link which would consist of two one-way tunnels each having a diameter of 36 ft., giving a road width of 29 ft. which would allow for two traffic lanes plus an additional one for stationary traffic. The main problem here would be that of ventilation. An artificial island would need to be built for an air intake, and in the case of a larger road tunnel, two such air intakes would be necessary. Under these conditions it would be possible to pass between 750 and 1,500 vehicles per hour through the tunnel, depending on its size. A rail tunnel as described above could cope with much heavier traffic. An underground drive

of such length would obviously be a strain on any driver, speed limits would have to be quite strict, and the risk of fire and accident would be far greater in a road tunnel. A smaller road tunnel would cost something like £129 m. and a larger one £152 m.

Plans for building a rail tunnel by means of laying prefabricated tubes along a trench dredged in the seabed have been put forward by a consortium of British, French and American engineering concerns, Richard Costain representing the British interests, Entreprises Campeon Bernard for the French contractors and Hyperion Constructors and Kaiser Engineers and Constructors Inc. heading the list of American concerns. The advantages of this method of construction are that it would be cheaper and would take less time to build than a tunnel bored through the earth, the estimated construction time being three and a half years as against five years for the bored tunnel. Although a tunnel of this type is being built near San Francisco in the open waters of the Pacific, the dangers and risks in laying one of the length required to cross the Channel, especially in view of the frequent rough seas experienced in the Straits of Dover, are readily appreciated.

A simple twin rail tunnel bored by orthodox methods would take five years to build and, including construction work, terminal stations, installations between terminals, rolling stock and road improvements, would cost £112 m. A bridge on the other hand, as proposed by Dorman Long Ltd., the Compagnie Française d'Entreprises and the Merritt-Chapman and Scott Corporation of America, would cost about £200 m. It would cross the Straits at their narrowest point, between South Foreland and a point just south west of Sangate near Calais. It would have a width of 110 ft. and would provide for a five lane highway, two railway tracks, two tracks for two-wheeled traffic, and would be built to carry oil pipelines and electricity power cables. The advantages claimed

for the bridge are that it would make for pleasanter travelling, risks of accidents would be reduced, risks of fire and ventilation failure would not apply, road, rail and cycle traffic of all kinds can be accommodated without interruption and that steam, diesel or electric traction may be used on the rail crossing. The bridge would be built in 740 ft. spans although two of the spans would be wider than this to permit navigation by larger vessels. However, even ships carrying the most up to date radar devices are not immune from accidents and, the accident rate being as high as it is in Channel shipping, the imposition of a further hazard to navigation would certainly not be welcomed by seafaring interests. Also the dangers to traffic passing across a bridge 230 ft. above a stretch of open sea in fog or in gale force winds cannot be overlooked.

With the rapid development of civil aviation, public opinion has tended to dismiss the railways as of little value. But the railways can still provide a very important service. The advantages of air travel over short distances, up to 250 miles for example, are negligible, although with the development of cheap long distance runs they are able to compete more and more successfully with rail and sea travel. However with the selection of the most economically favorable tunnel project a direct express train service between London and Paris could easily hold its own against competition from air travel. A rail tunnel through which road vehicles would be carried on special trains with the minimum of delay and the maximum of speed would — there is hardly any doubt — be the most economical link with France. The net receipts of such a rail tunnel are expected to be £13 m in 1965 as against £9 m. for a road tunnel and in 1980 £21 m. for a rail tunnel and £15 m. for a road tunnel. It is important that a decision should be made, for if the tunnel were not built the British and French railways would have to spend at least £20 m. during the next five or six



Extensive freight marshalling yards would be necessary at either terminal. At the Dover yard goods wagons would be sorted and dispatched to all parts of Britain, the French yard would serve as a dispatching centre for goods destined for any part of the Continent

years in acquiring new vessels to replace old ships withdrawn from service and also to provide space for increased traffic.

All these aspects of the question closely affect public interests. The proposal of the Study Group concerning the financing, construction and operation of the tunnel should be entrusted to a single private company. In the original proposal of March 1960 the Governments were to give guarantees against the financial risks involved, but in subsequent revision of this proposal, all financial risk was to fall to the responsibility of the company, and the governments would enter into a lease agreement, the cost of which would cover the financial obligations of the company. The governments would then sub-lease the tunnel to their railways. The risk that the railways in operating the tunnel would not be able to fulfil the governments' obligations arising out of the agreements is very small.

But one cannot help asking the question whether there is any need for a private company when a diplomatic treaty

between two companies and joint operation by two state owned railways are all that is required. Britain is on the verge of entering the Common Market and is already a party to the European Free Trade Area. This means that trade and all forms of contact between the countries of Continental Europe are on the increase. A permanent territorial link between Britain and the Continent is rapidly becoming an urgent necessity and is a thing which does not concern Britain and France alone. Its creation will be of immediate benefit to the neighbouring countries also. This fact points to a middle course between the conception of a tunnel as a state enterprise or as a private financial venture. Would it not be more practical to invite friendly neighbouring countries to participate financially and also to enjoy a degree of consultation? Already Switzerland, an associate of Britain in the EFTA agreement and a staunch defender of the Channel link has offered to provide financial assistance in the modernisation of important rail routes outside its fron-

tiers and particularly of the line linking Switzerland to the Channel coast.

The construction of a link which would put an end to the physical separation of Britain from the Continent would undoubtedly have powerful economic and psychological effects. It would underline the political alignment of the western European States and give new impetus to the movement for European integration. It is not a purely Franco-British affair and in view of the increasing need for such a link it is to be hoped that the governments concerned will finally come to an understanding on the matter and make a definite decision.

(Continued from page 304)

cost of living, for which railway workers have received no compensation, the Argentine railwaymen's unions had no alternative but to take strike action in defence of both their interests and those of the entire railway industry. It wholeheartedly endorses this action and pledges every possible support to the railway workers of the Argentine Republic in their present struggle.


THE ITF EXECUTIVE COMMITTEE further protests in the strongest terms to the Argentine Government against the retrograde measures which have been directed against railwaymen and calls upon it to take immediate steps to withdraw these, thus creating a climate in which a solution can be found by joint discussion and negotiation to both the present conflict and the serious difficulties which threaten the future operation and development of the Argentine railways.'

The Committee also discussed the question of nuclear tests in the light of the recent large-scale resumption of such tests by the Soviet Union and expressed its grave concern at this development in a further resolution which urged all governments to redouble their efforts to achieve immediate international agreement to ban nuclear tests.

A joint ITF/PSI conference

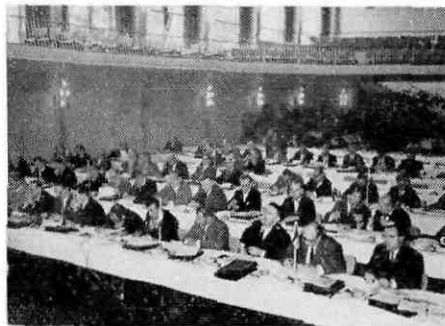


The opening of the joint conference of the ITF and PSI held in Frankfurt from 31 October to 2 November 1961. Bro. Kutschbach (OeTV) is flanked (right) by ITF General Secretary Pieter de Vries and Assistant General Secretary and Road Transport Section Secretary Hans Imhof, and (left) by PSI General Secretary P. Tofahrn

 A JOINT ITF/PSI CONFERENCE on urban passenger transport problems was held in Frankfurt from 31 October to 2 November 1961 and has been more fully reported in the *ITF Press Report* of 9 November. The significance of this conference lay in the fact that this was the second joint conference of the two international trade secretariats active in this field, the first having been held in the year 1948 in Utrecht. Delegates to the conference, numbering some hundred from thirteen different countries, including Canada and the USA, thus had an opportunity of reviewing progress since the last meeting as well as reaching decisions on further steps to be taken to promote their common aims.



Some of the delegates at the joint ITF/PSI conference on urban passenger transport problems. Reports were introduced by Brothers W. Birnbaum (Germany) (back row fourth from right) and J. Geldof (Belgium) (front row, second from the right)



The Austrian delegation at the conference. Thirteen countries were represented by some hundred delegates. Our photo shows (extreme left) veteran Austrian transport workers' leader Bro. Leopold Brosch, who was elected chairman of the Resolutions Committee


Discussion ranged over the numerous problems touched on by the two rapporteurs, W. Birnbaum (German Transport and Public Services Employees' Union - OeTV) speaking on urban traffic problems from a trade union point of view, and J. Geldof (Belgian Omnibus, Tramway and Suburban Railway Employees' Union) on conditions of employment of workers in urban transport undertakings. The conference's appraisal of the situation in urban passenger transport, as well as the steps and remedies the two secretariats propose in alleviation, were given formal expression in the shape of two resolutions, which will be published in our next issue.

With unanimous agreement on both the urgency and universality of the urban passenger transport problem, the conference decided to pursue agreed common aims at national and international levels through the medium of all machinery available. Action was thus envisaged ranging from trade union negotiations at national employer level to representations at international level to bodies concerned with the international aspects of passenger transport. Stress was laid on the need for all possible cooperation with all organizations interested in the problems of urban passenger transport. Much of this work will be promoted and guided by the continued functioning of a joint ITF/PSI committee carrying out a joint action programme in this field. With this second joint conference of the two international Trade Secretariats preparing the ground for future combined efforts in pursuance of common aims in this field a highly significant step has been taken which cannot fail to contribute to the solution of urban passenger transport problems.

The ITF Executive Committee meets in London



ITF President R. Dekeyzer, presiding at the meeting of the ITF Executive Committee held in London from 14 to 17 November. He is flanked by (left) H. Düby (Vice-President) and (right) Pieter de Vries (General Secretary) together with H. Lewis Personal Assistant to the General Secretary)

 A MEETING OF THE EXECUTIVE COMMITTEE and its Regional Affairs Committee were held at the Secretariat from 14 to 17 November. In attendance were R. Dekeyzer (President), who took the chair; H. Düby (Vice-President); Z. Barash (Israel); F. Hall (Canada); M. Hellal (Tunisia); H. J. Kanne (Netherlands); S. Klinga (Sweden); F. Laurent (France); A. E. Lyon (United States); T. Nishimaki (Japan); M. Petroulis (Greece); Ph. Seibert (Germany) Sir Thomas Yates (Chairman of the Management Committee) and the General Secretary. Also present from the Secretariat were H. Imhof and L. White (Assistant General Secretaries), R. Laan (Director of Regional Affairs); and R. Santley (Section Secretary).

A significant feature of the meeting was the evidence of solid achievement in the field of Regional Activities that emerged from the contributions of Bro. Laan, *ITF* Director of Regional Affairs, and Brothers Azaña and Soares, *ITF* representatives in Latin America and Asia. Unfortunately, Brother Emile Laflamme, the *ITF*'s representative in Africa, was taken seriously ill on his arrival in London and was therefore unable to attend. The Committee was, however, able to hear a first hand account of Brother Laflamme's work in Africa from Brother Laan in the course of his report on the extensive tour which he made of

the region earlier this year.

One indication of the progress to be noted in the *ITF*'s Regional Affairs programme since the last meeting of the Executive Committee was in the number of new affiliations from the regions. Out of the nineteen new affiliations approved by the Executive Committee no less than sixteen were from Africa, Asia and Latin America. Among the newest member of the *ITF* family we can thus welcome from Africa, the Nigerian Motor Drivers and the Madagascan Railwaymen; from Asia, the East Pakistan Seamen's Union and the Railwaymen's Union of Malaya; and in Latin America

we have no less than thirteen new organizations ranging from the baby Panamanian Removal Workers' Union which is just starting out in life and has only 23 members so far to the Venezuelan Transport Workers' Federation with its total membership of 90,000. The number and variety of the new Latin American affiliates provide an illustration of the drive and initiative shown by Brother Azaña in the relatively short period he has been working in the area. His lively account of the present trade union situation in Latin America and the possibilities for an expansion of *ITF* activities there also made it clear that a vigorous and enthusiastic approach was likely to bring even greater success in the future.

With regard to Asia and Africa, the Executive Committee took a number of decisions which will permit a general intensification of *ITF* activities in these areas. Brother de Vries will be considering the best way of utilizing Bro. Hellal's offer to make himself available for *ITF* work in French-speaking Africa. The General Secretary is also to examine the possibility of issuing publications specifically for the African region – the obvious need for such publications has, of course, to be weighed against the linguistic obstacles represented by the diversity of African languages and the difficulty of assembling material from so many sources and publishing it while it is still news.

As far as Asia is concerned, the Executive Committee endorsed the composition and membership of the new Asian Advisory Committee which, it is hoped, will enable the Asian affiliates to participate more effectively in the co-ordination of *ITF* activities in the region as a

whole. The Committee is made up of the following six members: India – J. D. Randeri (Maritime Union of India); Pakistan – S. P. Dave (Transport Workers' Federation); Malaya – Donald U'ren (Railway Union of Malaya); Indonesia – R. A. Santoso (Railway Workers' Union); Philippines – R. S. Oca (Transport & General Workers' Organization); Japan – Bro. Suzuki (National Railway Workers' Union) with Brother Nishimaki, the Asian member of the Executive Committee, as an ex-officio member and Brother Soares as Secretary.

The first meeting of the Committee will be held in Tokyo in April or May 1962 and will be attended by the General Secretary and the Director of Regional Affairs. The General Secretary informed the Committee that it was his intention to couple this with a journey to Australia in order to explore the trade union situation there, whilst at the same time Bro. Laan would make an extensive tour of Asia to visit affiliated organizations. The Executive Committee al-

so endorsed the appointment of an additional *ITF* Roving Representative in Asia who has taken up his new duties as from 1 November. This should permit an expansion of *ITF* activities based on the Singapore Office and relieve Bro. Soares of the immense burden entailed in representing the *ITF* in this enormous and crucial area of the world. It was also decided to strengthen the staff of the Singapore Office in consultation with the *ICFTU*.

In taking note of the expansion of the *ITF's* programme of regional activities, the Executive Committee recorded its deep appreciation of the generous assistance given to the *ITF* for this purpose by the *ICFTU* International Solidarity Fund, the Swedish Railwaymen's Union and the Norwegian Seamen's Union.

The Executive Committee also reviewed the heavy programme of activities in the sections since their last meeting, including the Railwaymen's Section Conference which was held in Paris in September and the Vienna Road Transport

Workers' Conference held in October. Brother Hans Imhof (Assistant General Secretary) reported on these conferences and on the results of the Seventh Session of the *ILO* Inland Transport Committee. The Executive Committee endorsed the preparation of a Railwayman's Social Charter to guide Modernization Developments and approved the request of the Railwaymen's Section Conference that the Secretariat should undertake a comparative study of railwaymen's trade union rights.

The General Secretary introduced a report on the work of the sub-committee which was set up in November 1960 to undertake a thorough revision of the *ITF* Constitution in the light of present-day circumstances. The Committee also had before it the draft of a new Constitution which had been drawn up by the sub-committee and the General Secretary. This aims in essence at achieving a policy-making, executive and administrative structure which will provide both maximum efficiency and economy.

The Committee approved the new draft with certain amendments and congratulated both the sub-committee and the General Secretary on the excellent job which had been done. The General Secretary also wished to put on record his own appreciation of the good work done by his Personal Assistant. The text of the proposed Constitution will be circulated to all affiliates as soon as possible for their consideration and comment.

Bro. de Vries also reported on the steps which had already been taken in connection with the holding of the 1962 Congress in Helsinki and informed the Committee that he would be going to Finland at the end of November to discuss Congress preparations with the affiliated unions there. It was agreed that

At the meeting, M. Hellal (Tunisia) (second from right) made himself available for any work with which he may be entrusted by the ITF in French-speaking Africa. On his right, S. Klinga (Sweden). Seated extreme left of photo is Ph. Seibert (Germany)



a special item on the Congress agenda would be the subject of economic integration and its effects on transport workers throughout the world, and also that the Congress time-table should be so planned as to permit a full discussion on *ITF* regional activities since the Berne Congress.

During the report on the trade-union situation in Latin America, Brother Azana had drawn the committee's particular attention to the serious situation existing on the Argentine railways where the unions had been on strike for over two weeks in protest against the rising cost of living and Government plans to dismiss 75,000 railwaymen and close down approximately one-third of the rail network. He reported that intimidatory measures were now being increasingly employed against the strikers by the Government.

The Committee decided to make a grant of financial aid to the *ITF*-affiliated Argentine Locomotivemen's Federation, to give every possible support to the stri-



kers, and to send a strong protest to the Argentine Government on the intimidatory measures employed against the railwaymen. The following resolution on the subject was adopted unanimously:

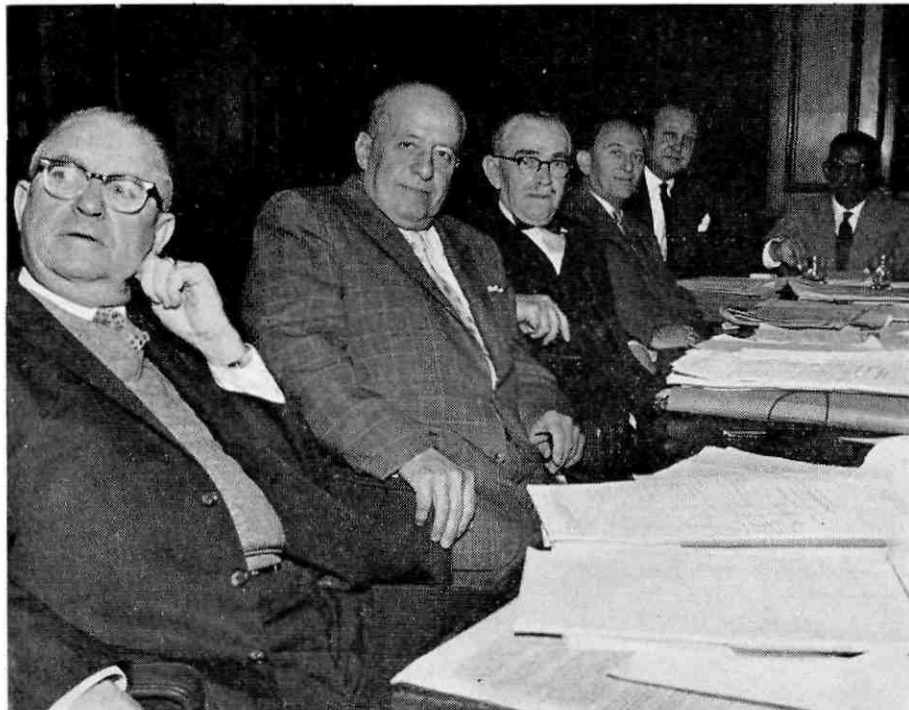
HAVING heard with indignation that the newly-appointed Argentine Minister of Works and Public Services has arbitrarily decided to abolish the system of

R. Laan, Director of Regional Affairs, reported on his tour of the African region. On his left, L. White (Assistant General Secretary); R. Santley (Section Secretary) and H. Imhof (Assistant General Secretary)

joint labour-management committees which formerly existed on the Argentine State Railways and which had proved its value on numerous occasions in solving the grave problems which continually face the Argentine railway industry; ment that the same Minister has attempted to place all the blame for the railways' financial deficit on the workers in that industry, although it has long been recognized that this deficit results almost exclusively from the increasing cost of materials and equipment, and further that he has put forward a plan which involves not only the dismissal of 75,000 railwaymen but the progressive worsening of the working conditions of the remaining labour force,

THE EXECUTIVE COMMITTEE believes that in view of the reactionary attitude of the Minister and the sharp rise in the
(Continued on page 300)

Our photo shows (left to right): A. E. Lyon (United States); F. Hall (Canada); Sir Thomas Yates (Great Britain), Chairman of the Management Committee; Z. Barash (Israel); together with Bros. F. Azana and J. Soares, ITF representatives in South America and the Asian Region respectively



International Transport Workers' Federation

General Secretary: P. DE VRIES

President: R. DEKEYZER

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
- 276 affiliated organizations in 78 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 * Libya
Luxembourg * Madagascar * Malaya * Malta * Mauritius
Mexico * The Netherlands * New Zealand * Nicaragua * Nigeria
Norway * Nyasaland * Pakistan * Panama * Paraguay * Peru
Philippines * Poland (Exile) * Republic of Ireland * Rhodesia
El Salvador * 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
Venezuela * Zanzibar

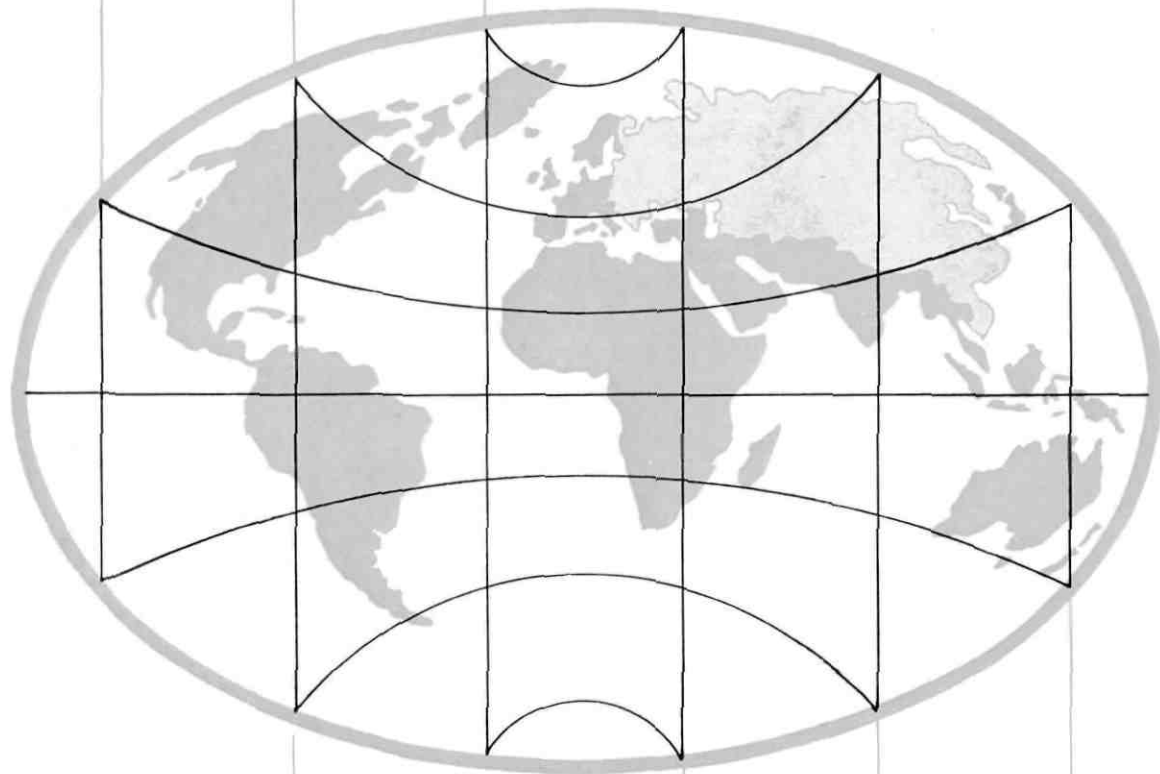
Publications for the world's transport workers

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

Printed in the Netherlands by Caster, Amsterdam