

International Transport Workers' Journal

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Forthcoming meetings:

London	10th April 1962 Regional Affairs' Committee
London	11-13 April 1962 Executive Committee
London	18-19 April 1962 Fair Practices Committee
Hamburg	24-25 May 1962 Inland Navigation Section Conference
Helsinki	23-24 July 1962 Executive Committee
Helsinki	25 July- 4 August 27th Biennial Congress

Peace in Algeria

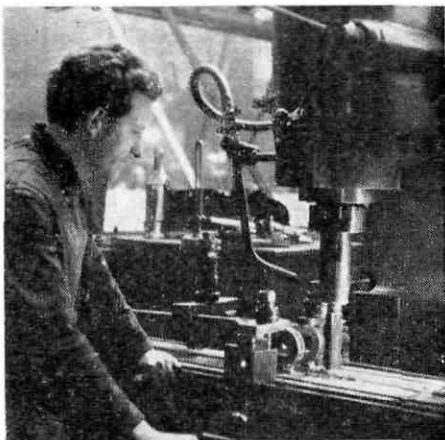
On 18 March Algerian and French delegations signed a cease-fire agreement, thus ending more than seven years of bitter fighting between the forces of the French Republic and the Algerian National Liberation Front. The agreement signed in Evian-les-Bains covers the process whereby Algerians will vote on their own political future in some four to six months time. It concludes a chapter in the story of colonial domination which many will feel might well have been written differently, and it is with a feeling of relief, as if released from the grip of a nightmare, that the world at large learned of the coming of peace at last and the prospect of an end to the terror which has reigned so long. Not that there is any lack of intransigent elements who will do all in their power to make the peace unworkable. For a time they will doubtless continue with their senseless killing and terrorizing of the civilian populace. It cannot be imagined, however, that, with the forces of a free Algeria and of metropolitan France now ranged against them in loyal observance of the cease-fire agreement, they can do much more than add to the list of atrocities which have marked this sad period.

At this momentous point in the history of free Algeria, trade unionists throughout the free world would wish to reiterate the good wishes towards the Algerian nation which they have expressed in the past and assure their brother workers in liberated Algeria of their willingness to assist in the process of establishing and furthering economic and social justice in the war-ravaged country to which the attainment of political independence is but the inevitably necessary prelude. In rejoicing with our fellow-workers in Algeria, therefore, we feel impelled at the same time to give them assurances of our sympathy and encouragement in the (mercifully) less bloody struggles which lie ahead to secure that just and equitable distribution of the fruits of their labour which their sufferings and sacrifices in the cause of political independence so richly merit.

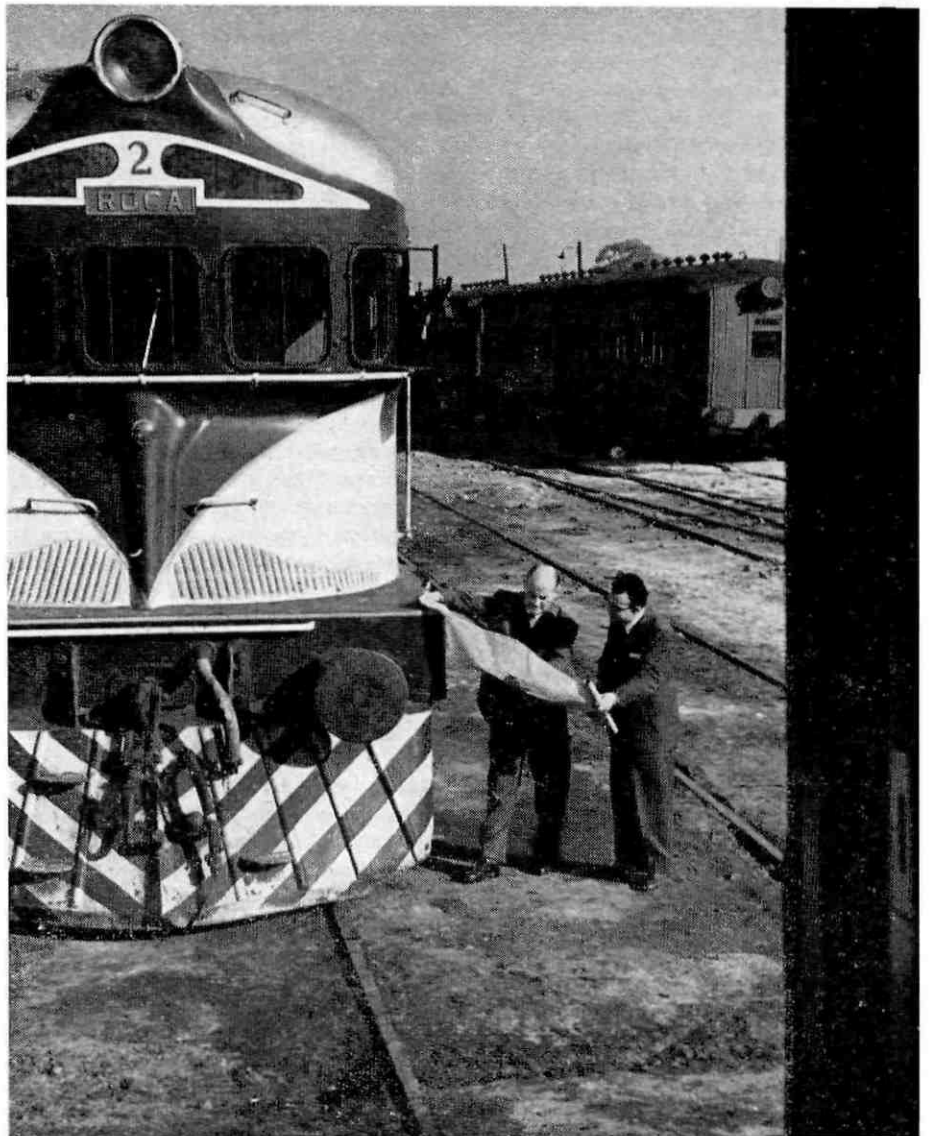


Brother Herminio Alonso, President of the Argentine Locomotivemen's Union 'La Fraternidad', whose report on last year's forty-two day railway strike forms the basis for this article. (Brother Alonso is a member of the Executive Committee


The Argentine railway strike



Throughout the whole period of the strike, the Argentine railway workers displayed outstanding solidarity, which was backed up by support from the international labour movement in the form of financial assistance and a solidarity boycott of Argentine-flag ships in the ports of the United States, Great Britain and Western Germany



The strike was successfully brought to an end on 10 December 1961 following mediation by Cardinal Antonio Caggiano. The railwaymen had conducted themselves throughout with a high degree of responsibility and discipline in the face of government provocation, and they deserved their victory

 THOUSANDS of Argentine railwaymen, members of the ITF-affiliated Locomotivemen's Union (La Fraternidad) and of the Railwaymen's Union were on strike from the end of October last year to nearly the middle of December — a forty-two day strike characterized by outstanding solidarity on the part of the Argentine railwaymen in the face of the forces arraigned against them and the pressure exerted by the government to secure a return to work on terms which would have been nothing less than unconditional surrender. In the end, at great, personal sacrifice on the part of all those who took part in this major industrial action, the railwaymen won. They returned to work assured of a wage increase and armed with an undertaking on the part of the government that it would suspend its proposed retrenchment plan.

The Argentine railwaymen had a double grievance. Not only had the cost of living risen by something like forty per cent since their last increase, but the Argentine government — the final arbiter in matters regarding the State-owned railway network — had been insistent on putting through rationalization measures and retrenching on such a scale that would have meant redundancy for thousands of railwaymen. True, the government had set up a number of boards to go into both

these matters (the pay claim and its own retrenchment plans) but the railwaymen contend that these boards never displayed any real desire to negotiate a settlement.

Breaking point came when, with no hope of a satisfactory solution, the Argentine railwaymen found themselves faced with the fait accompli of a government Decree laying down its 'reforms', including depriving the railwaymen of their representation on management boards.

The ITF had been advised of the situation early by its affiliate. At its December meeting, the ITF Executive Committee, fully apprised of the latest developments in the conflict by the ITF regional representative for Latin America, went on record re-iterating its earlier expression of support for the strikers whom it also voted a grant of financial aid.

Prevented from attending this meeting of the Executive Committee by the events in his country, Committee member Herminio Alonso, President of the Argentine Locomotivemen's Union, has since sent us an account of the strike which we reproduce here.

The call to strike action came at the height of a governmental propaganda campaign against the railways and railwaymen. Nevertheless the unions' members voted wholeheartedly in favour of the strike, in the firm conviction that their demands were justified. The exemplary discipline and solidarity for which organized railwaymen in Argentina have always been famous ensured the total success of the strike. The stoppage was conducted with great intelligence on the part of its leaders, and the workers displayed a high degree of responsibility and loyalty in the face of intimidation and coercion from official sources, in spite of the government's repeated assurances that the constitutional right to strike would not be tampered with.

It was moral strength, rather than material resources, which enabled the strikers to continue undaunted for forty-two days. During this period the government's actions demonstrated its total inability to understand social problems and revealed the powerful interests at work in official circles which bore no relation to the good of the nation. The railwaymen's strike was transformed into a struggle which had the double objective of preserving social gains and defending the existence of the railways themselves, and this tremendous responsibility was bravely carried. Meanwhile the government (under pressure from the group supporting Acevedo, the Minister of Works and Public Services) was doing its utmost to break the strike.

Strike-breaking machinery

The propaganda organization which was already well into its task of public defamation of the railwaymen had succeeded in creating a climate of opinion favourable to strong measures, and this machinery was put at the service of the government, which could also count on

the open collaboration of the state radio services and the sympathetic attitude of certain sections of the press.

Repressive measures were not long in appearing, notably with the publication of Decree 10.405/61, which gave the government the power to requisition railway employees, based on emergency powers authorized by an earlier law. This attempt at civil mobilization was brought in after the authorities had failed to procure strike-breakers with offers of large sums of money. But it failed because on the advice of their unions the strikers stayed away from their homes and so the requisition orders could not be served. The navy was called in to replace the strikers in so-called 'emergency services'. The attempted requisition was the start of all kinds of attacks on liberty, including intimidation, and threats of violence. Official radio networks, the daily press, all the machinery of state information was used to deceive the workers and the public. False, contradictory and misleading news was put out in order to weaken the strike. Meanwhile the highest government authorities were adopting attitudes of open and growing hostility towards the strikers which amounted to acts of provocation, complemented by a total refusal to negotiate or to consider attempts to get renewed talks on the dispute.

Meanwhile...

During this time certain government officials were in close contact with the railway management, and were basing government action directly upon the result of these contacts, which were maintained from the beginning of the strike until 1 December when the government asked Cardinal Antonio Caggiano to mediate. This collaboration had two aims: the first to estimate the strength of anti-union forces; the second to delay

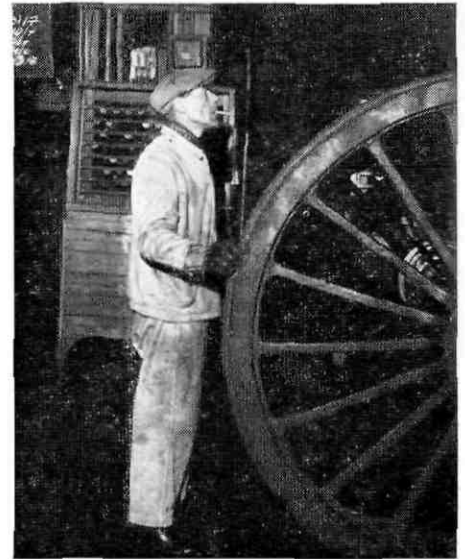


Photo taken in the railway workshop, Remedios de la Escalada, near Buenos Aires. The Argentine government's intransigent attitude towards the railwaymen's pay claims and its policy on railway rationalization provoked the ITF-affiliated Railwaymen's Union an 'La Fraternidad' into taking strike action

attempts at negotiation in order to weaken the position of the unions as the strike continued, bearing in mind that the strike began before the railwaymen had received their pay for October.

Popular reaction

The repressive measures taken against the railwaymen and their families had an immediate effect on public opinion. A feeling of solidarity with the strikers sprang up which was far more powerful than the government's grand and costly propaganda campaign against the railwaymen. The CGT's three-day solidarity strike early in November and campaigns organized by fellow unions in support of the railwaymen demonstrated the strength of popular feeling against the internecine struggles within the government. This reaction by the workers showed that they fully understood the justice of the railwaymen's claims and the fact that certain government officials were putting their own interests before those of their country.

Another reaction was to follow, however. The leaders of industry, commerce and production, incensed by the government's indecisiveness, were calling for an immediate solution to the dispute which they saw was on the verge of causing economic disaster.

Representatives of many different sec-

tors of industry gathered in the capital to make their public protest: because communications were at a standstill production was piling up with no prospect of an outlet; they could not continue to stockpile indefinitely; credit was running out; and sales were falling dangerously. A crash was imminent. Reserves were not sufficient to weather the crisis, the Stock Exchange was beginning to see the symptoms of what would later be a serious fall in the value of stocks and shares, foreign loans could not be procured in time; an urgent solution was needed.

By the end of November the situation was so serious that the men at the top came to the conclusion that it would be economic suicide to continue obstinately to refuse a solution to the railwaymen's strike. Businessmen already recognized that the railwaymen's claims would not cripple the railways and that the latter's economic difficulties stemmed far more from a crisis of management and methods.

It should be said here that the international labour movement (ICFTU and ORIT) and especially the ITF had intervened directly in the dispute, first of all with financial assistance for trade union publicity and later with the solidarity boycott of all Argentine-flag ships in the ports of the United States, Great Britain and West Germany. This international pressure had been preceded by an active publicity campaign by transport workers' unions in more than fifty countries, whose leaders had protested vigorously to the Argentine government and sent complaints to the International Labour Organization.

This movement of opinion in favour of the railwaymen reached its climax when Acevedo and his pressure group had Cardinal Antonio Caggiano 'relieved' of his job as mediator.

Mediation

By the end of November popular pressure was so great that a solution could no longer be delayed. All government attempts to break the militancy of the strikers had failed; even the threat of legislation to deal with the strike's supposed attack on constitutional stability did not frighten the railwaymen. The supporters of the Minister of Works in the Cabinet then made a suggestion which they thought - hoped - was bound to fail: mediation by Cardinal Antonio Caggiano. They knew that the railwaymen's organizations were deeply opposed to religion being made an issue in in-

dustrial disputes and assumed that they would refuse the Cardinal's mediation. This rejection of mediation on the part of the unions would then give the government grounds for using even more violent forms of repression.

But in fact 'La Fraternidad' accepted the offer of mediation the same evening, and the Railwaymen's Union followed suit early the next day. The reason for their acceptance lay in the unions' firm belief that they should show a high sense of responsibility in trade union conduct in terms of the national good and the reputation of the labour movement.

Cardinal Caggiano realized the profound social implications of the dispute and was convinced that it had to be solved. And once having heard the nature of the workers' demands he was on their side right from the beginning. But the Minister did not want the dispute settled, and would go to any lengths to prevent that happening. The Cardinal's activities had to be stopped, and the next day the Cabinet broke off negotiations without even having heard what the Cardinal had to say. The tale of what happened on 2 December should go down in history. First of all the Cardinal was to have been received by the Cabinet, where he was to put forward the unions' point of view and hear in turn the government position. The Cabinet meeting dragged on without the Cardinal being called in, and after a long wait he was instructed to hand over his docu-

ments to an official who would convey them to the Cabinet. He was thus given no opportunity to put a case before the Ministers. The Cabinet met later and issued a statement to the effect that negotiations had been broken off.

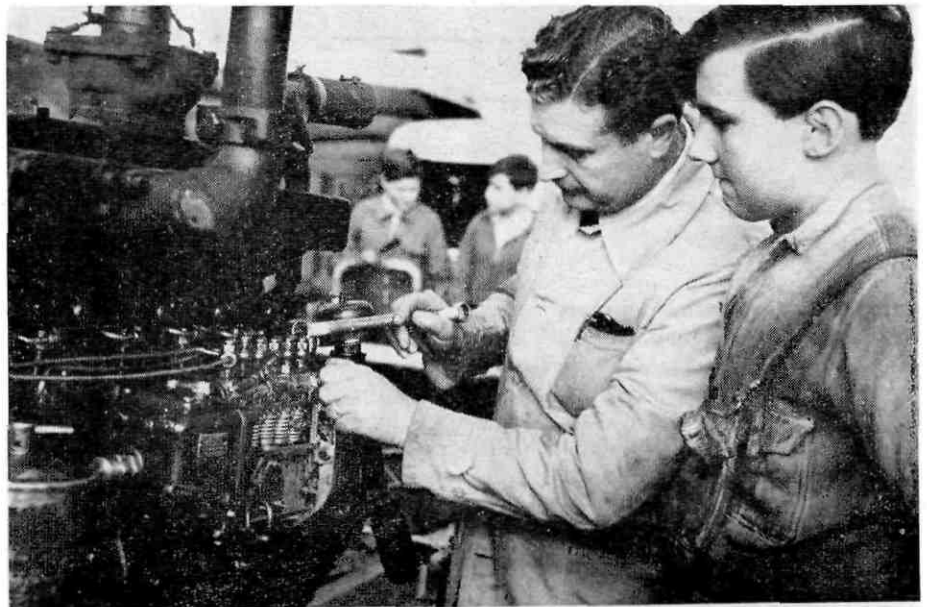
The following day, when these events were made public, opinion swung violently against the government's arbitrary action, while the government's overt hostility towards the unions was now turned on the mediator as well. The union leaders pressed Cardinal Caggiano to continue to mediate unofficially, even though the government had withdrawn his mandate.

Agreement

Ineptitude in negotiations and total incapacity to understand a difficult problem were the predominant characteristics of the authorities' attitude. And their persistence in this course was undoubtedly determined by the nature of the interests at stake, which must have been very powerful when not even the economic stability of the nation was sufficient to cause a change of heart.

The Cardinal made a public statement containing severe criticism of the authorities' attitude and expressing the hope that they would be more 'enlightened' in their future conduct. This produced a flurry of government activity, the net result of which was that on 5 December Cardinal Caggiano was once more


(Continued on the next page)



A student at an automotive training school being instructed by a tutor supplied by the International Labour Organization. (All photographs illustrating this article, except that of Brother Herminio Alonso, appear by permission of the United Nations Organization)

Canadian Labour and human rights



 THE FOLLOWING is largely taken from an article by F. H. Hall entitled *Labours concern for human rights which appeared in Canadian Labour, the official organ of the Canadian Labour Congress. Frank Hall, Vice Grand President of the Brotherhood of Railway and Steamship Clerks, and member of the ITF Executive Committee, is also Chairman of the CLC Human Rights Committee which has done, and is doing, so much to ensure that all workers receive equality of treatment irrespective of their race, colour or creed. His article records the progress made and points the way to future efforts to end a situation – not of course peculiar to Canada – in which a section of the populace finds itself placed at a social and economic disadvantage solely by virtue of physical or other differences which in fact however have no bearing on their worthiness as citizens.*

The struggle of Canadian labour against racial and religious prejudice is one of long standing. It first became organised in 1948, when the two major labour congresses in Canada, the Trades and Labour Congress (TLC) and the Canadian Congress of Labour (CCL) set up standing committees on human rights. These committees were set up to assist local trades and labour councils in establishing working committees to combat racial intolerance, bringing together representatives of both labour congresses. The foundations for a National Commit-

F. H. Hall, ITF Executive Committee member and Vice Grand President of the Brotherhood of Railway and Steamship Clerks, is also Chairman of the Canadian Labour Congress's Human Rights Committee. The accompanying article appeared under his name in 'Canadian Labour', the official organ of the CLC

tee on Human Rights were laid during negotiations between the two trade union bodies prior to their amalgamation to form the CLC in 1956. The text of the agreement between the TLC and CCL on the formation of the Canadian Labour Congress stipulated that an affirmation of the 'principle of unremitting enmity to discrimination on the basis of race, colour, creed, or national origin, wherever it may be found', should also be contained in the constitution of the newly merged Canadian Labour Congress.

It has been for the past fourteen years one of the principal aims of Canadian labour organisations to eliminate any sort of racial and religious intolerance, first of all wherever it was to be found in trade union life and, secondly, further afield in all aspects of public life. The primary objects of this concerted struggle were to help union members themselves and their families to enjoy the fruits of their labour and to live in peace and friendship with their neighbours. During these fourteen years the same campaign has taken the rule of fair play far beyond the boundaries of the trade union movement. Not only has it extended opportunities of employment to many Canadians, who had once been restricted through simple facts of their racial or national origin, or of their religious faith, to limited fields of endeavour, but it has also helped to eradicate intolerance, prejudice and discrimination from such places of social gathering as restaurants, theatres, dance halls and places of recreation and entertainment. Moreover, through these efforts the powerful voice of labour has been engaged in the bid to end such manifestations in the sale and rental of property and in the admission of pupils to schools and universities.

The campaign under the heading of the National Committee of Human Rights soon developed a powerful and active substructure. The Winnipeg Joint Labour Committee to Combat Racial Intolerance was formed in 1946 and its structure and methods of operation became the model for similar campaigning bodies set up later in Montreal, Toronto, Vancouver and Windsor. Human Rights Committees have also been established by labour organizations in Calgary, Edmonton, Hamilton, Saint John, Sydney and Halifax, and provincial federations of labour in British Columbia, Ontario and Quebec also have such committees. The committees carry out valuable work. Their functions include contacting various social groups and organisations,

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granted the status of an official mediator. From that moment events moved quickly towards a solution of the conflict. On 10 December the agreement was signed.

The agreement provided a twenty per cent pay increase and a monthly bonus of one thousand pesos for each railway employee. All those detained during the strike were to be released immediately and within thirty days a new administrative council for the railways was to be set up on which two of the seats were to be filled by nominees of the railwaymen's unions. The government agreed

to suspend putting their proposals for reorganization of the railway industry into operation for the time being.

The railwaymen's unions acknowledge their debt to Cardinal Caggiano, who right from the outset had grasped the full implications of the dispute and recognized the justice of the railwaymen's claims. In their conduct of the strike, the union leaders gave full evidence of their awareness of the gravity of the issues involved and of the responsibility resting upon them. For their part, the union members displayed a rare degree of solidarity, discipline and determination. They deserved their victory.

churches and ethical associations and enlisting their support. They have given top priority to educational activities at union branch level, including discussions on problems of human relations, and the presentation of information films and literature. Facilities are provided for local leaders to receive advice on how to deal with problems arising in places of work.

The objectives of Canadian labour's human rights campaign have from the first been twofold: to help union members to protect themselves against intolerance and discrimination and to seek relevant legislative action outside the scope of collective bargaining. With legislation enacted covering places of employment and public gathering, the various national and regional committees on human rights turned their attention to fighting racial and religious bars in the field of housing. A memorandum was submitted to the Federal Minister of Public Works urging changes in the Housing Act, which would outlaw denial of housing to minority groups. The memorandum appears to have carried some weight for shortly afterwards the Act was amended with the addition of anti-discrimination regulations.

Most of the relevant legislation is by now in force: thanks in large measure to the efforts of the human rights committees of Canadian trade union bodies, the standpoint of the Canadian government on these questions has now crystallised into definite policies. But although the legislative measures relating to the problem are to be found in the statute book, their active implementation in public life still leaves much to be desired. While the government's human rights policies have been strengthened in many areas, the measures, needed to make them live have still not been adopted. This now is the main target of the activities of Canadian labour's human rights committees. Their concern is not only that such legislation should be in existence but that it should be in practical application. The CLC National Committee on Human Rights has urged the government, in order to add weight to its policies promoting equal opportunity in employment for all Canadians, to ratify the ILO Convention on Discrimination in Employment and Occupations.

(The ITF had frequently affirmed its support of all measures designed to eliminate racialism, particularly in trade unions fields. It is gratifying to record here what can be done at national level).

Arne Geijer, President,
Swedish Trade Union Federation;
President, International Confederation
of Free Trade Unions



Profile of the month

THE UNION MOVEMENT OF SWEDEN, although by no means the largest or most important, is nevertheless among the most advanced in the world, both in terms of organization, achievements and outlook. To-day, it possesses an influence and authority in the national life of Sweden which is perhaps exceeded only by Israel's Histadrut. It is modern in structure, forward-looking in its programme, and extremely receptive to new ideas; but at the same time it is solidly based on the best traditions of our movement. It is powerful enough to experiment freely and to make a success of its experiments, but its power has not simply resulted in the creation of a well-oiled machine. It has retained its idealism, a very strong sense of national and international solidarity, as well as a real sense of fellowship with less fortunate trade unionists in other parts of the world which has often been expressed in practical and generous forms.

This dualism in the Swedish movement is reflected in the subject of our Profile this month, for Arne Geijer not only heads an organization which practises the advanced techniques of trade unionism, but is also President of the ICFTU – an organization which devotes a major part of its effort and resources to bringing the benefits of elementary trade unionism to workers in countries which are just about as different as they can be from Sweden. Geijer's double function is, in fact, very such in accord with his own personal philosophy. He himself makes no distinction between the relatively peaceful campaign for advanced social justice which his national movement carries on and the much more hectic and difficult struggle for basic trade union rights and social standards which is being waged by the ICFTU and its affiliates in Africa, Asia and the Continent of Latin America.

At the same time, however, he does not allow himself to lose his sense of perspective when he moves out of the national sphere. In fact, he draws upon the same lessons and tactics which he has employed to such good effect in Sweden. 'Discuss the situation first; then decide on the action to be taken', he says. 'If the situation gets tough, you can still employ the methods which we use at home: wait for things to develop and don't allow sentiment to cloud your judgment.'

Self-control and patience are cer-

tainly two of his main characteristics, but it would be wrong to think of him as a cold calculating-machine of a trade union leader who just sits it out until a situation improves or his opponents give in. In fact, his opposite numbers on the employers' side would be the first to tell a very different story. When the head of the Swedish Employers' Federation was once asked to sum up Arne Geijer's qualifications he put at the top of the list three assets: Knowledge, intelligence – and guts. He also said that if Geijer 'had lived in the fifteenth century, he would have given Gustav Vasa an awful lot of trouble'.

Still a young man – he is 51 – in a movement where young men predominate (the average age of union Presidents in Sweden is 53, so he is still below it), Geijer has risen extremely quickly to the key post in the Swedish movement. Beginning his working life as an engineering worker, he was 'discovered' by Oskar Westerlund, the former President of the Metal Workers' Union, while attending a course at the trade union in Brunnsvik. An appointment as educational secretary of the union followed on Westerlund's recommendation. The later's judgment proved to be well-founded, for when he retired ten years later his successor was – Geijer. Geijer's election to the post of President of the Swedish Trade Union Federation followed in 1956

(Continued on page 56)

Safer cabins for drivers



The tractor is a dangerous vehicle — not because of its speed, but because of its particular design and construction. Owing to the uneven distribution of its weight it tips over easily or rears up like a horse. In these cases the driver can be seriously, if not fatally, injured

In an article in the December 1961 issue of the Journal, under the title 'A safe place to work in', we drew attention to problem of driving-cab safety, to the extent to which the ITF Road transport Workers' Section is urging improvements in this field, and to the success which has attended the efforts of the ITF-affiliated Swedish Transport Workers' Union to secure legislation on the subject.

The ITF is also sounding this theme in other quarters. Thus the subject of greater safety for drivers, with particular reference to the construction of stronger cabins, was the main theme of an address made at the December 1961 session of the ECE Sub-Committee on Road Transport by Hans Imhof, Assistant General Secretary of the ITF, in the capacity of ICFTU delegate. Drawing the attention of the committee to the need for stronger construction of driving cabs on road haulage vehicles, he stressed that the risk of fatal accidents would be considerably lessened if certain structural modifications and safety devices were introduced. He pointed out that, in Sweden, the authorities has been studying the problem in conjunction with the Transport Workers' Union for some years, resulting in legislation establishing certain standards which, however, should be regarded as minimal requirements. More stringent tests were now being applied which should result in still stronger cabins. With the danger of the load shifting in the event of violent impact and the consequent threat to the driver's life, the Swedish union is demanding the introduction of regulations covering this eventuality.

Following lengthy tests, the union also expects the Swedish authorities to issue regulations governing load attachment.

The speaker then went on to emphasize protection in his cabin, e.g. the problem of dust in dry, hot climates, the speakers used in road haulage having regard to their peculiar construction and the unevenness of their load distribution. There is, he pointed out, a very high incidence of injury to tractor drivers owing to the vehicle turning over or up-ending. Here again, the driver's only protection was a cabin sufficiently strong to withstand the force of impact.

Referring to other aspects of driver

then stressed the need for examining all aspects of cabin safety and convenience, such as the position of the controls, adjustable seats and safety belts, and invited the sub-committee to recommend that the working party on road vehicle construction give its full attention to these matters.

In connection with the efforts being made in Sweden to increase safety in



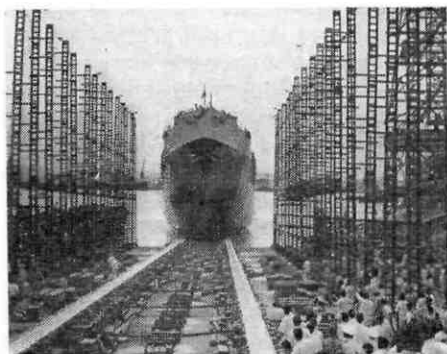
The back of this new tractor cab developed in Sweden is built so that, if the tractor rears up, it cannot capsize completely. In tests where the tractor has been overturned sideways or backwards, the steel structure has afforded the driver maximum protection

the cabin, it is of interest to note that, as regards tractors, a firm of car body builders has constructed a cabin which would appear to offer maximum protection. It is of steel, with wind-screen and side windows of specially reinforced glass which can be easily opened or removed completely. Two sliding doors enable the driver to climb easily into the cabin, which is large enough for a co-driver, whilst the roof can be slid back to enable the driver to stand up. Tests have shown that maximum protection was afforded when the vehicle turned over or up-ended. It is impossible for the cab to turn over backwards completely except on a very pronounced slope, whilst full protection is given the driver should it turn over sideways. The special feature of the cabin is the steel frame with special protective 'ribs'.

A decade of Indian shipping

 IN MARCH 1950 a new shipping company was registered in India under the name of the Eastern Shipping Corporation Ltd. Of the share capital 74% was held by the Government, the remaining 26% by Messrs. Scindia Steam Navigation Co., Ltd., who were appointed as managing agents of the company. A little later the Scindia managing agency was terminated under the revised Company Law and the Scindia shares bought up by the Government. Thus India had its first nationally owned shipping company. A sister concern, the Western Shipping Corporation, was established by the Indian Government in 1956. The two undertakings together now own 18 ships.

The ceremony to mark the completion of 100,000 gross registered tons of shipping at the Hindustan shipyard, Visakhapatnam, was opened by the Indian Minister for Communications and Transport, Shri S. K. Patil, on 5 July, 1958. Our picture shows the 'M.V. Rajkumar' gliding down the slipway, having just been launched by the Minister (a Government of India photograph)




In 1950 the Eastern Shipping Corporation's total fleet consisted of two ships only.

The present combined fleet is an up-to-date one, the majority of vessels having been built since 1957. The Government shipping corporations are the only Indian shipping company to own dry cargo ships and liners as well as tankers. Since the 1950 days when the Eastern Corporation's first two vessels were plying the India-Australia run, several new routes have been opened up. The two corporations now run regular passenger-cargo services between India and the United Kingdom, the Far East, the USSR Black Sea ports, Poland and East Africa.

During the years from 1956 to 1961 the total earnings of the Western and Eastern Shipping Corporations went up by over 100%. The Government corporations have now decided to merge into a singly body, the Shipping Corporation of India. Twelve new vessels are on order at Indian yards. These will be fast modern cargo liners. The total personnel ashore and afloat employed by the two Indian shipping corporations now exceeds 1,700.


Sputniks, but no taxis

In transport-starved Moscow

 THE MOSCOW LITERARY GAZETTE has appealed to the Minister of Transport to do something to remedy the acute shortage of taxis in Moscow. It has been moved to this action by the tragic sight of interminable queues of people waiting patiently in the snow for taxis which never appear. The root of the trouble lies in the dissatisfaction of Moscow cab-drivers who do not get extra pay for working outside normal hours and who are operating a form of 'work-to-rule' by returning to their garages on completing the minimum number of hours' work required by the state. This accounts for the spectacle of empty taxis cruising in the streets apparently oblivious to the frantic cries of hopeful passengers.


Moscow has one taxi for every two in Paris and three in London, which seems a reasonable enough ratio. But the number of private automobiles is extremely low. It is also likely to remain so for a long time to come.

Largest fish catch in history?

 JAPAN'S TOTAL CATCH OF FISH from the world seas in 1960 amounted to six million tons. According

to the Food and Agriculture Organisation's Yearbook on Fisheries, in which 1960 figures for fish tonnage caught are reported, the Japanese fishermen's total is the greatest catch ever recorded by any nation. The gigantic haul meant that one of every six tons of fish caught in during the course of 1960 was brought in by a Japanese fisherman.

Cyprus fosters its own shipping industry


 CYPRUS HAS REJECTED the idea of starting a maritime flag which would have similar status to those of Panama or Liberia. After consultations with the Greek government it was decided that such a course would be harmful to shipping between Cyprus and Greece. Instead a national flag is envisaged and legislation is being studied which would encourage Cypriot ship-owners abroad to register their ships under the new Cypriot flag.

Development projects to benefit shipping in Cyprus are also underway. Plans for the construction of a naval repair yard at Limassol are under consideration and a firm has already been contracted to undertake the expansion and development of Famagusta harbour.

Greek shipping tonnage shows significant increase

 THE GREEK MERCHANT MARINE totals 1,165 ships and is the sixth largest merchant fleet in the world aggregating 1,009,615 tons. It includes 805 tramps and ore carriers, 138 tankers, 63 cargo liners, 68 passenger liners and 91 'miscellaneous' ships. One of the reasons for the rapid development of the fleet over recent years has been the steady inflow of Greek owned tonnage previously registered under foreign flags. A tendency all to the good.


Brazilian railways to have more than 1,000 diesels

 DIESELISATION on Brazilian Federal Railways made great progress during 1961. Eight hundred and sixty nine diesel electric locomotives were in service by the end of October. It was expected that Brazil's railway system would have more than a thousand in operation at the end of the year, pending the delivery of three hundred new locomotives. The execution of this programme has made possible the complete dieselisation of the North Eastern Region, providing more efficient services in that area.

Round the world of labour



Trade unionists of the Six get together

 FROM 10 TO 12 JANUARY last the free trade unions of the countries belonging to the European Economic Community held their third general assembly in Brussels under ICFTU auspices. A hundred delegates represented the national trade union centres of the six countries, grouping some 12,500,000 organised workers. Britain's Trades Union Congress and the Danish Trade Union Federation also sent observers to the meeting.


A resolution on social affairs was approved which called for harmonisation of trade union policies and for the setting up of joint commissions through which the trade union organisations might play a more effective part in the work of EEC bodies engaged in economic and social affairs. Another resolution urged effective protection for workers against ionising radiation in all work where this dangers might arise; whilst the development of a stronger supra-national spirit in the Community was the theme of a further resolution in which the mentality of bargaining for national interests was deplored.

(Continued from page 53)

and shortly afterwards he was also asked to become President of the ICFTU.


To-day, Arne Gejjer divides his life between his trade union work in Sweden and travelling all over the world on behalf of the ICFTU (he regrets that he is unable to devote more time to the latter). Somehow, he also manages to sandwich in the no less arduous duties of a Member of the Swedish Parliament. He has summed up his attitude to his work in the international field in the following characteristic statement: 'Among one's first realizations is how gigantic the problems are and how little one can do about them. But for me, the size of the task acts as a stimulant rather than a depressant'.

Japanese Government to ratify


 THE CHIEF SECRETARY of the Japanese Cabinet has announced that among the Bills to be presented to the current session of the Diet (Parliament) would be one for ratification of ILO Convention No. 87 (Freedom of Association and Protection of the Right to Organize). To permit ratification of the Convention it is the government's intention to introduce legislation at the same time amending relevant domestic laws such as the Public Corporation and National Enterprise Labour Relations Act, Local Public Enterprise Labour Relations Act and the Trade Union Act, which at present impose restrictions on the labour movement, particularly in the public sector where the right to strike is denied and choice of trade union officers restricted.

The introduction of this legislation ends a long period of agitation on the part of all the trade union organizations in Japan, whose campaign has been strongly backed by the international free trade union movement.

Nearly a million kroner for the International Solidarity Fund

 THE NORWEGIAN NATIONAL CENTRE'S APPEAL for money to help trade unionists in the developing countries, which was due to close at the end of 1961, has now been extended until April this year. The LO has so far collected nearly a million kroner, 500,000 kr. of which has already been handed over to the ICFTU's International Solidarity Fund. The money has come from a lottery organized by the LO and from individual contributions by trade union members. The LO has set itself the target of collecting two million kroner over a two-year period.


Medical stores on fishing vessels

 SKIPPERS AND OWNERS of fishing boats have been notified by the British Ministry of Transport that the medical regulations for fishing vessels (Merchant Shipping Act, 1894) have been


revised. Three new scales of medicines and medical stores have been devised which will cover all classes of British sea-going fishing vessels.

Scales I and II apply to vessels fishing outside British waters and are compulsory. Failure to supply and keep on board the required medical stores, according to whichever of the two scales is appropriate, is an offence punishable by law. Scale III applies to vessels not covered by Scales I and II, for example, those which return to port each night, and is merely issued as a recommended scale of medicines and medical stores for such vessels.

GdED maintenance men press for shorter hours

 THE GERMAN FEDERAL RAILWAYS envisage a staff reduction of around 35,000 by the end of 1965. Of staff thus reduced some 13,000 will be maintenance men. Concerned at this trend, the German Railwaymen's Union is urging the Federal Railways to give consideration to the union plan for a staged reduction of the working week from the present 45 to 40 hours by 1965.

Castro keeps trade unionist prisoner


 THE CASTRO REGIME is still holding prisoner Francisco Aguirre Vidaureta, leader of the Cuban food and drink workers' organisation and one of the principal leaders of the Cuban Federation of Trade Unions (CTC).

Arrested in 1959 he was set free because no crime could be proved against him but later was again arrested on trying to leave Cuba secretly and sentenced to nine years imprisonment. He is being kept in strict confinement, being allowed to receive no visitors. Nor is he allowed any medical attention, although his health is poor.


Aguirre is one of Cuba's foremost democratic labour leaders. He was a member of the ICFTU executive committee and the first General Secretary of ORIT. His work in these fields has earned

him friends and admirers in every country of the free world. But that puts him high up in the list of 'enemies' when such a régime as Castro's is drawing up the list.


National agreement for Dutch taxi drivers?

 THE ITF-AFFILIATED Dutch Transport Workers' Union is working out details of a proposed agreement covering wages and working conditions of taxi and hired car drivers. Hitherto these had been laid down by regulation binding on both parties and covering the entire road transport industry. In 1960 however agreements were concluded with employers' organizations in respect of other sectors of the road transport industry and, following approaches to the national employers' association for the taxi and hired car trade, the union is now co-operating with other groups affected in drawing up a draft of a national agreement which it expects to conclude in the near future.

Air crew fatigue

 THE CONTENTS of a detailed report prepared by the British Air Ministry and expected to be made available soon may lead to the adoption of new methods of assessing fatigue in airline flight personnel. Through their negotiating body BEA pilots pressed for an inquiry into the subject a year ago. Since then the Flying Personnel Research Committee have spent eight months studying flight deck work in an attempt to establish a better basis for assessing fatigue than that of mere hours flown.

TUC'S discuss EEC


 MEMBERS OF THE SWEDISH, Austrian and Swiss Trade Union Congresses discussed questions concerning European integration and neutrality at a meeting in Bern at the beginning of this year.

Arne Geijer, President of the Swedish TUC and of the ICFTU, Franz Olah, President of the Austrian TUC and Herman Leuenberger, President of the Swiss TUC, headed their respective national delegations. There was unanimous agreement that any link with the European Economic Community would have to take into account the policy of neutrality traditionally observed by these three countries. It went on record that each of the national trade union centres was in full agreement with its Government's policies in this matter.

The delegates to the conference, however, were in favour of their respective countries entering into some form of close economic collaboration with the EEC, as long as this did not involve sacrificing neutrality. The economic consequences and problems which would have to be faced if associations of this kind were to be formed were also fully discussed.


The three delegations decided to remain in constant communication with one another and to meet again for further discussions pending the progress of negotiations between their governments and those of the Community.

Vocational school for Amsterdam dockers

 AMSTERDAM'S CITY COUNCIL has approved a plan put forward by the Scheepvaart Vereniging Noord (Northern Shipowners' Federation) for the setting up of a vocational training school for port workers.

Maintaining that increased mechanisation in the expanding port of Amsterdam is creating a need for employees who have received the benefit of a good technical and general training, the Scheepvaart Vereniging Noord has propounded a plan which will offer boys leaving school the opportunity of qualifying early in life for work in the port. The training school would provide a three-year course of day tuition and a subsequent two-year period of apprenticeship.

Is there a future for pilots?

 WITH THE ONSET of the space age it was predicted that aviation would soon see the end of manned aircraft. The Starfighter has already been considered as the evolutionary link between the aircraft proper and the rocket.

The Chief Engineer of the Lockheed Works, Mr. F. Dickerman, recently put the facts in perspective in a lecture to some American officers. 'The space age will not terminate the era of manned aircraft but will enhance their importance' he said.

Simply because achievements in the field of conventional flying have not had so many headlines lavished upon them in the press as the successes in space travel, it does not follow that they are of less importance. New means of propulsion, new discoveries in the field of aerodynamics and greater economic expansion will bring with them a keener impetus of development in aviation.

Faster freight aircraft, supersonic passenger aircraft, vertical take-off and landing aircraft for use over short distances and aircraft for private and business use are categories which will be particularly affected by such an impetus.

F. Dickerman spoke of aeronautical projects which are in the stages of development or production. For instance, a jet freight transporter which will be capable of crossing the Atlantic at 500 mph, and which will bring the ton/mile rate down to the region of 4 cents; or a supersonic transporter, which is in the stages of development, will be able to leave New York at 10.00 Eastern Standard Time and touch down in Los Angeles at 8.30 Pacific Standard Time.


The aviation industry anticipates an increase in freight traffic from 1,000 million miles in 1960 to 40,000 million in 1975, with the development of economical jet freighters. According to Mr. Dickerman 1,000 jet freighters will be needed by 1975.

Even with this growth air freight would account for less than one per cent of the total us freight traffic inland and abroad.

With the increasing congestion on the airport approach roads, the development of vertical take-off aircraft is also arousing interest. Over short distances, between 180 and 240 miles for example, the traveller would reach his destination more quickly than aboard a much faster jet. Although a jet flies at a speed of about 500 mph, and a vertical take-off aircraft only at 90 to 120 mph, the jet traveller loses an hour or more of his time at either end of the journey, whereas the vertical take-off plane is able to begin and finish its flight in the town itself without any great delay.

New possibilities are opening up in the field of private and business aircraft along with the development and production of planes for these uses. The industry estimates that the use of these aircraft considered in flight miles will have more than doubled by 1975.

ILO Director withdraws resignation

 MR. DAVID MORSE, Director General of the International Labour Office since June 1948, has decided to withdraw his resignation, which was due to take effect this March.

David Morse had been led to reconsider his decision by the representations of several members of the organisation's Governing Body. Since last November, when he announced that he would re-

sign, several successors had been canvassed but none seems to have commanded the support necessary for carrying out smoothly the duties of the post.


In withdrawing his resignation Mr. Morse said that he had had to take into account in particular the important effort being made at present to improve the international situation and the essential rôle which international organisations such as the ILO are called upon to play in this especially critical period in world affairs.

Alleviating stress on pilots

 FOLLOWING INVESTIGATIONS into fatigue after complaints from pilots, a team from the British Air Ministry's Flying Personnel Research Committee, reporting on how stress affects pilots, has recommended a points system to obviate their making too many difficult flights consecutively. The team based its studies on British European Airways' Comets, Vikings, and Viscounts.

Two doctors and a psychologist, connected with the investigations, have revealed that some flights are more exacting than others and that stress points vary from aircraft to aircraft. Under the system recommended, pilots would be given points for hours worked and for fatigue; these would be taken into account when duty rotas were fixed.

Insurance of Italian seamen on foreign ships

 THE ITALIAN PARLIAMENT has before it a bill regulating sickness and accident insurance of the Italian seamen sailing aboard foreign ships.


Before 1935 a law had been in force which authorised the compulsory insurance of these categories, but in that year the legislation pertaining to compulsory insurance against accidents at work was amended, and the provision regarding Italian seamen sailing in foreign ships was dropped.

Since the war however they have in fact been covered by arrangements with three Italian insurance agencies, the selection of which has always been left to the shipowners.

The risks are in any case covered jointly by the three insurance companies. The purpose of the new bill before the Italian parliament is to regularise this situation.


This insurance would be compulsory aboard ships of which two-thirds of the crew are Italian.

British dockers' welfare - improvements sought

 BRITISH DOCKERS, through the medium of their union (the ITF - affiliated Transport and General Workers' Union) are pressing for improved welfare and sanitary arrangements at the docks. The union has a number of proposals to make regarding food hygiene, washing facilities and general welfare arrangements. Chief problem at the moment, however, is not general acceptance of the need for improvements in this field, but arrangements as to who is the responsible body. The National Dock Labour Board maintains that these matters do not fall within its province. The employers on the other hand assert that the nature of their business precludes them from building permanent washing facilities. The dock and harbour authorities are doing something - but not enough - to improve conditions.

Nothing, for example, has been done to solve the problem of providing hot water and showers for men working obnoxious cargoes. The matter of responsibility for training men in first aid also awaits satisfactory settlement. For the present, the T&GWU is proposing to discuss these matters with the employers.

Driverless bus tested in Chicago


 EXPERIMENTS have been conducted recently on a disused stretch of road in Chicago to determine the feasibility of driverless buses. For the purposes of the test a cable was laid on the roadway, although for permanent use it will be embedded in concrete. The cable supplies a magnetic field which is in contact with guiding devices attached to the underside of the bus which follows the directional field just as a train or tram is guided by its rails.

The driverless bus is not designed to be operated on streets in which it would mingle with other traffic and encounter lights, pedestrians and traffic jams. It is intended to be operated in a separate lane where there would be no obstructions and no interference. Devices will bring it to halt at prescribed stops, open doors and close them after certain intervals and move it on to further stops until it reaches the terminus. Doors will be prevented from closing so long as passengers are passing through and holding them open.

Fares would have to be collected at a turnstile admitting passengers to an


embarkation area, as is now the practice on underground railways. It is not anticipated that the buses will be in operation before 1965.

New York dockers want guaranteed annual wage

 IN THE COURSE of negotiations which are due to take place this year, dock workers in New York harbour intend to press for a guaranteed annual wage. The International Longshoremen's Association is taking this action because of widespread failure by the shipping companies to contribute to the royalty fund set up to compensate dockers for work lost as a result of the use of containers for loading and unloading operations away from the waterfront.

The union asserts that the shipping companies are speeding the use of other new cargo-handling techniques to have them in operation before now contract talks get under way. (Current contracts are due to expire on 30 September). It maintains that its drive for the guaranteed annual wage is justified by the industry's effort to introduce changes in accepted methods of handling cargo in New York.

Provisional estimates show air accident rate is down

 ACCORDING TO provisional estimates, published by the *Aeroplane and Astronaut* in January this year, the air passenger fatality rate for 1961 was 1.12 per 100 million passenger miles, as against the rate of 1.24 for 1960. Numerically the passenger fatalities totalled 806 on scheduled flights - more than in any year, except 1960 when the total was 857.

Fatal accidents totalled only 23, however. This figure, the smallest since 1952, went to produce the lowest recorded index of accidents per hundred million miles flown: 1.2, and the lowest number of accidents per 100,000 aircraft hours flown: 0.28.

The average of passenger fatalities per accident was 33, the highest ever recorded. This may be explained by the introduction of larger aircraft and is a trend which may unfortunately be expected to continue.

Besides passenger fatalities on scheduled services, at least another 267 were killed on non-scheduled and charter operations, bringing the total for the year up to 1,073, almost the same as in 1960.

Social progress speeds up in the European Community


These new workers' houses were built in Luxemburg with the aid of EEC funds. Highly industrialized areas of the Community tend to benefit more than the rest of the Community. It will be necessary to aid regions which lag behind economically by every means available under the Treaty of Rome.

(Credit: Information Service of the European Communities)



More time for shopping. Definite progress was made during 1960 towards achievement of the forty hour week. This is already legally in force in France and agreements for its gradual introduction have been concluded in Germany and the Netherlands.

(Credit: Information Service of the European Communities)

 LIVING STANDARDS and working conditions in the European Economic Community advanced considerably during 1960 following the economic expansion stimulated by the Common Market. The annual report of the EEC Commission on social development, recently published, shows that the level of employment in the Community was higher than in 1959, productivity greater and purchasing power up by 3-6%. These are trends which are likely to continue in 1961, says the report.

In 1960 the number of people in employment in the community rose by 900,000 to a total of 70.7 million, most of this increase taking place in Italy and Germany. There was also a sharper fall in the levels of unemployment than in 1959. The monthly average for the

Community as a whole was brought down from over 2.5 million to just over 2 million. Three quarters of the Community's unemployed were to be found in Italy, although employment in Italy had increased by more than 2 per cent - the highest increase in any Community country.

But on the other hand there was shortage of manpower in many parts of the Community, which tended to hold back production and increase costs. This shortage did, however, stimulate the transfer of workers to more productive sectors of the economy. There was a general falling off of the numbers employed in agriculture, particularly in France and Germany, and, as a result of rationalisation programmes, a reduction in the number engaged in coal mining. But the metallurgical, chemical and paper industries, took on more workers, as did the textile industry in Italy.

Partly because of these shifts in the labour force, there was a remarkable rise in productivity: in industry, with the exception of building, it rose on average by 10 per cent compared with 1959.

Basic wage rates also rose much more than in 1959. In Germany and the Netherlands they went up by 7-8 per cent over the previous year. Actual wages paid were higher than the basic minima. Gross hourly wages in Germany increased by 9 per cent over the previous year, and in the Netherlands the increase was by 8 per cent.

These gains tended to bring wage levels in the Community as a whole closer together. As a result labour costs in several Community countries are now very close to those in the United Kingdom and Switzerland, though still lower than in Sweden.

In all countries – especially in the Federal Republic and the Netherlands – there was a considerable rise in real wages. Fatter pay packets kept well ahead of increases in the cost of living. In Belgium and Luxemburg, where it had been highest, there was no appreciable rise in the cost of living, but in four other countries – France, Germany, the Netherlands and Italy – there was a rise of some 2-3 per cent. This tended to bring levels for the Community as a whole closer together.

Definite progress was made during the year towards achievement of the 40 hour week. This is already legally in force in France and agreements for its gradual introduction have been concluded in Germany and the Netherlands.

In the same connection there was a gradual levelling out during 1960 of the disparity between men's and women's wages. Equal pay is to be achieved under the provisions of the Treaty of Rome by the end of the first stage of the transitional period. A recommendation to this effect was addressed to member govern-

ments by the Commission.

Another feature of 1960 was the significant progress made in the improvement of social security schemes in Community countries. Although the schemes have been conceived differently from country to country, certain common trends are in evidence: social security benefits are being extended to cover new categories; and those already covered are receiving improved benefits.

Pension benefits were increased in Germany, France and the Netherlands; family allowances were raised in the Netherlands and France; unemployment benefits in Belgium, France and Italy. In Germany the scheme covering industrial accidents was also improved; health insurance was extended in France, and the system of old age pensions enlarged in Luxemburg.

One of the less satisfactory aspects of the situation was that the more highly industrialised areas of the community benefited more than the rest of the Community. In Italy, for example, the north-west – and to a lesser extent, the north-east and centre – made great strides, while the south lagged behind. Similarly the central and south-western regions of France made less progress than the rest of the country.

For these regional disparities to persist would certainly be unfavorable to the economical equilibrium of the Commu-

nity as a whole. It is a problem which will not solve itself, according to the report. It will be necessary to aid such regions by every means available under the Treaty of Rome. One cannot abandon the Community's social development to the natural course of events. A more co-ordinated effort in harmonization should be proposed to the member states in order to ensure more certain and rapid development towards the social objectives of the Rome Treaty.

Scandinavian fisheries and the EEG



THE MINISTERS FOR FISHERIES OF DENMARK, Norway and Iceland, the Minister for Agriculture of Sweden and a representative of the Finnish government held a two day meeting in Oslo recently to discuss questions arising for the fishing industries of their respective countries in the event of an association with the European Economic Community.

Discussions were based on the report of a committee set up on Icelandic initiative to study the matter, which had been handed in just before the New Year. The delegates also discussed the Danish suggestion that a joint Scandinavian body should be set up to consider questions relating to the fisheries, and that a joint Scandinavian rescue service should be operated.



With the economic advance of the countries belonging to the Six, workers are able to spend more. Wage rates rose considerably during 1960, though less in some countries than in others. Wage increases, generally speaking, are keeping well ahead of rises in the cost of living. (Credit: Information Service of the European Communities)

News from the Regions



The registered dock worker in Bombay is assured a minimum monthly wage in addition to which he gets a cost of living allowance for 21 days of each month, whether work is found for him or not. If no work can be found for him he gets an attendance allowance (Photo: Press Information Bureau, Government of India)

Decasualisation of dock labour in India

A RECENT AMENDMENT to the 1957 regulation of employment scheme for Calcutta dock workers, provides for the operation of the workers' pool by the Board itself which will allot work by rotation and pay wages directly to the listed workers. The amendment thus eliminates the intermediary bodies of the employers' associations.

The Bombay scheme for the decasualisation of dock labour has now been in operation for more than ten years. The scheme assures every registered worker a minimum monthly wage equivalent to his basic pay, and a cost of living allowance for 21 days (12 days before 1956) whether work is found for him during that time or not. Also an attendance allowance of Rs. 1.50 (about 2s 3d) per day is paid out to workers who report, but for whom no work can be found.

Bombay was the first Indian port to see the introduction of a decasualisation scheme in its docks. Thus the Bombay Dock Labour Board is the first such body to come into existence in India. Dock labour boards were set up later in a number of other ports with the introduction of similar schemes.

Norwegian trade unionists active in Regional work

THE SECRETARY of the Norwegian Federation of Trade Unions, Odd Højdahl, has gone on a three-month mission to Burma as ILO expert to advise and assist in the development of a trade union educational and training centre. Bro. Højdahl will be working from Rangoon. The head of the Bergen branch of the Norwegian Educational Association also left Norway in January to undertake similar work in Ghana. Another Norwegian, Rolf Schröder, of the Western Norway branch office of the Norwegian United Nations Association, has left for Ghana to lecture at the African Folk High School near Accra.

A small union going strong

THE PRESIDENT of the British Guiana TUC recently paid tribute to the Guiana Air Transport Union in a message to its recent annual conference. The union, an affiliate of the ITF, although small, has enrolled the whole of its potential membership, with the exception of two 'free riders' who have not joined. 'It has displayed the strength and character of a union ten times its size', said the president in his message. During last year the union won improvements in accommodation and meals for engineers required to fly as second crews on overnight flights.

Call for experienced police in accident cases

THE NIGERIAN MOTOR WORKERS' UNION is urging that only policemen with driving experience should be detailed to investigate road accidents. The union maintains that innocent people had been charged in connection with road accidents because of the inexperience of the police investigating the accident.

It prefers to see experienced motor drivers appointed on road safety committees. Citizens (it contends) who have no knowledge of road accidents and their

causes sitting on such committees contribute little towards the solution of road safety problems in Nigeria.

Testimonial

THE BINEY DOCK WORKERS UNION has passed a vote of confidence in the management of the Nigerian stevedoring firm of W. Biney and Company (Nigeria) Limited.

The union stated that it was pleased with the efforts made by the management to provide its workers with social amenities and facilities whereby promotion opportunities are extended to the workers. The union claimed that the firm was the best stevedoring company in Nigeria.

Nigerian drivers plan to start school

AT THE THIRD annual conference of the Nigerian Motor Drivers and Allied Transport Workers Union held recently at Mushin near Lagos the union President, Mr. Jinadu Atanda, announced plans to establish a driving and cultural school for the union membership and for the public. It is hoped that the school will begin to function during the course of the year.

African Trade Union Confederation set up in Dakar

REPRESENTATIVES of 41 African trade union organizations, representing 30 African states out of a total of 46 in the continent, set up the African Trade Union Confederation at the Dakar trade union conference which ended on 14 January after five days of deliberation. Ahmed Tlili, General Secretary of the Tunisian trade union federation UGTT, was elected President, and David Soumah, President of the African Christian trade unions, was elected Administrative Secretary. The new trade union Confederation groups some two million workers in 21 trade union centres affiliated to the International Confederation of Free Trade Unions, 12 affiliated to the International Federation of Christian Trade Unions and 8

non-affiliated organisations. The seat of the new Confederation will be Dakar. A general council of 35 members, consisting of 5 representatives of each of the seven regions in which the conference divided the African continent was elected. It will direct and administer the Confederation and appoint a bureau of 18 members.


The constitution envisages the affiliation of only one trade union centre per state; however, until trade union unity on a national level is achieved, several national federations may affiliate. The national trade union centres are left in full autonomy to retain their international affiliation. The new Confederation's aims include the struggle for African unity and the defence of peace, the creation of an original African socialist society, economic development and an African common market, social security for the workers, and the setting up of democratic regimes.

In this respect the Confederation plans to fight the capitalist as well as the communist system and rejects all forms of dictatorship. The Confederation is open without discrimination to all national trade union centres in Africa to raise the workers' living standard and to coordinate the defence if their interests. The Conference will remain independent of governments, political parties, churches or financial groupings.




A ship is being unloaded at Port Swettenham. These dock workers have their own Port Swettenham union, but feel that more might be achieved through closer co-operation with the other Malayan harbourmen's unions. An amalgamation of the unions would fall into line with the Three Year Plan of the Malayan TUC (Shell photo)

Malayan affiliate submits plan for harbour

 THE Harbour Trade Union of Port Swettenham in Malaya ITF-AFFILIATED has worked out a plan in conjunction with the Malayan TUC for the future operation of the port. The plan which has been submitted to the Government for consideration recommends that the port should be withdrawn from its present administration by the Malayan Railways and that an independent port commission should be constituted instead. Similar commissions should be set up for all other ports in the Federation. A further recommendation was that the harbourmen's unions should amalgamate, a step which would be in line with the Three Year Plan of the MTUC.

The report of a special committee set up by the Federation Government some time ago to decide on the future status of the port is expected shortly and it is thought that the port will be separated from the railway administration by 1964.

Japanese port of Kobe short of dock workers


 SHORTAGE of dock labour is said to be increasing in Kobe, one of Japan's major ports. In March 1961 there were 240 gangs of 20 men available for handling cargoes. At the end of August the same year there were only 180, comprising smaller numbers of men. This shortage of stevedores and longshoremen is thought to result mainly from the men's dissatisfaction with wages and working conditions in the industry. They are leaving in ever-increasing numbers, simply because they can earn more money and enjoy better conditions in the prospering local shore industries.

Although a uniform wage rate is set by the Japanese government for the country's dock workers, Kobe dockers are reported to have the lowest take-home pay of this group in any major Japanese port. The day rate, paid by the steamship companies, is fixed by the government at ¥1,400 (£1.7s.7d.) for the day shift, but the worker himself receives only about ¥800 (15s.8d.) of this. The shipping company pays the established wage to the contractor who deducts 20 per cent for 'overheads', but the money does not reach the docker until it has passed through the hands of a sub-contractor or labour pool operator, who also makes a deduction for himself of 20 to 25 per cent. Thus the worker only re-


ceives about 60 per cent of his pay when it finally reaches him.

The Japanese government has set up a 'Labour Control Committee' in Kobe, so that the available working force may be distributed more efficiently. But in other Japanese ports there are no sub-contractors: the workers have a higher take-home pay, consequently in these ports there is no shortage of dock labour such as exists in Kobe.

Singapor seamen meet in their first Convention

 THE SINGAPORE NATIONAL SEAMEN'S UNION, one of the two ratings' unions in the state, held its first convention on 7 January this year. The Convention called for a speedy reunification of the movement, and for further safeguards, legislative and otherwise, to protect the interests of Singapore's seamen. Elected to office were Bro. Ariffin bin Ali (President) and Bro. Tieng Tian Kum (General Secretary).

Pakistan regulates conditions for road transport workers

 AN ORDINANCE was issued last year by the Ministry of Health, Labour and Social Welfare of Pakistan amending the conditions of employment for Pakistan's road transport workers. The ordinance affects all undertakings operating vehicles on a commercial basis, with the exception of one man businesses, and applies to all categories of employees in such concerns.

Minimum ages of employment are laid down as 21 for drivers and 18 for other workers. Hours of work, defined as time during which a worker is on duty not including rest and meal breaks, are limited to 54 hours a week and nine hours a day. No worker may be employed on a vehicle for more than five consecutive hours without a break of at least 30 minutes or for eight hours without two such breaks. Overtime is payable at double rates but, over the year, no worker may put in more than 150 hours overtime. Every employee is entitled to a minimum of 24 consecutive hours rest per week, and in no circumstances may he remain on duty for more than ten consecutive days without a continuous break of at least 24 hours. Every employee is entitled to 14 days' holiday on full pay after one year's service or seven days after six months' service. A worker may not be dismissed without one month's notice or severance pay equivalent to one month's wages.

Lines behind the Lines

by Desmond Dardis

We are indebted to the British Transport Commission for permission to publish this article from 'Transport Age', as well as for the photographs illustrating the text. The British Transport Commission is the body responsible for the operation of the nationalized railways in Great Britain and 'Transport Age', which it publishes monthly, carries many interesting articles on the British transport scene



At Kings Cross and Paddington stations, London, current passenger train information is transmitted from the signal box by means of closed circuit television and simultaneously displayed in the various offices requiring it



Direct telephone communication with signal boxes, stations and depots is essential for effective train control. By means of a separate network, train controllers are able to contact instantly their own operating staff and other control centres. The switch panel on each controller's desk is his 'exchange'. He is thus independent of the general network

WHEN BRITISH RAILWAYMEN talk they use the country's largest private telecommunications network. Control of movement, swift execution of sudden changes of plan, transmission of information and instructions regulating power and speed – all are necessary to the smooth running of a big transport undertaking. When that undertaking is as widely spread as British Railways, rapid, easy, accurate communication is essential, which is why the lines behind the lines are being steadily improved and modernised.

The aim is to provide an 'on demand' automatic telephone system linking all stations, offices and depots; separate networks for traffic control and electric power distribution; and a country-wide teletypewriter service. The very latest techniques in electronics are being adopted to establish quicker communication wherever these are more efficient and economical. All kinds of equipment from cable-lying trains to pocket tape-recorders are extending the services provided by the Telecommunications section of the Signal and Telecommunications Engineering Department.

An early start

Trains steamed into the nineteenth century some years before the electric telegraph had learnt its alphabet, thus becoming the fastest known means of long-distance communication. When the telegraph passed its test the railways, to

whom the need for advance notice of train movements was already apparent, welcomed it gladly. And with commercial acumen too, for when in later years the telegraph system was nationalized, they owned or controlled the bulk of the business, and thus secured important privileges in the take-over, being permitted to retain an extensive telecommunications network – the framework of the telephone and telegraph system they control today.

A hundred years after the five-needle telegraph spelt out the first telegrams, the railways became one of the earliest users of the teletypewriter. This remarkable machine retained the certainty of the telegraph's written word, but needed only the skill of a typist more easily acquired than that of a telegraphist. Like the earlier telegraph, its coded impulses travelled safely over the existing pole-and-wire routes without the refinements

which were to prove necessary before long-distance telephone conversation could take place in less than a stentorian bellow. Point-to-point teleprinter circuits were carrying railway telegrams between several principal stations long before the last war.

Until recently, railway telephone development tended to be localized. Individual exchanges were enlarged and re-equipped, many with automatic calling between extensions. But between exchan-

ges the trunk lines, which are of the open-wire type, might be of indifferent quality and inadequate in number for a growing demand, which in consequence was met by increasing use of the public service.

The British Railways Modernisation Plan presented the opportunity to make good these deficiencies and save the large sums being paid out for rented lines. Electrification and resignalling of the busier routes in any event necessitate cabling and the provision of telecommunications circuits for signalpost telephones, train describers and the like. Plans were therefore made to expand the railway's private network, improving access to the public system wherever the new concept of service demanded it. Latest techniques are being exploited to secure the best performance most economically.

Trunk dialling direct by caller

Keeping abreast of Post Office progress, the railways intend to operate trunk dialling direct by caller between all parts of the system. Already in operation between Leeds and York and expected to link all main centres in the North Eastern Region by the end of 1962, direct dialling will continue to spread as new exchanges replace older ones. Switchboard operators, relieved of most internal traffic, will handle exchange calls from the public more quickly and efficiently.

The object is to eliminate all waiting at railway exchanges, and much is being done now to improve matters. The most modern installations, besides enabling internal users to dial all extensions on the main and satellite exchanges as well as public subscribers in the local-call area, also enable an extension user to transfer an incoming or outgoing call to another extension without the intervention of the operator, who sits at a completely restyled, cordless switchboard. British Transport's Marylebone headquarters has one, and other installations of this type are planned for Reading and elsewhere.

Train control network

Direct telephone communication with signalboxes, stations and depots is essential for effective train control. An entirely separate network enables train controllers to contact instantly their own operating staff and other district control centres. The switch panel on each controller's desk is his 'exchange': he is in-

dependent of the general network.

Changing patterns in industry and railway operations have called for the re-siting of some control rooms. Modern equipment requiring less space is streamlining the system by permitting greater concentration and the closing of subsidiary controls. At the other end of the wires, new instruments perform better and are easier to use. Selective ringing, by which only the wanted number is rung, is a boon to small depots sharing an 'omnibus' party line.

Electric traction control

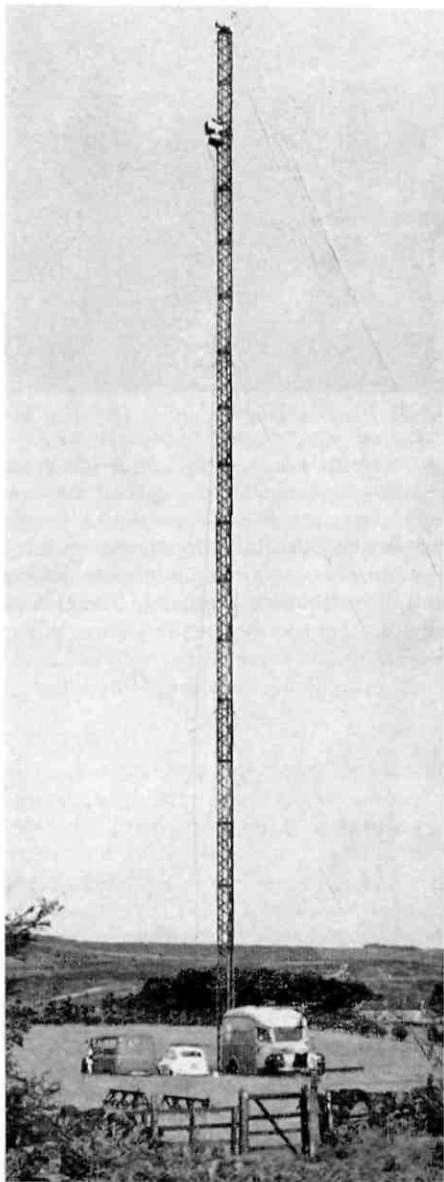
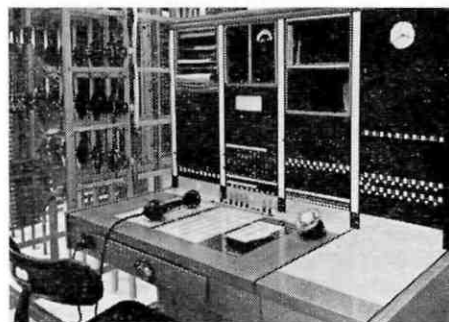
Railway electrification, involving the distribution of tremendous quantities of electric power from the Central Electricity Generating Board, has brought about the growth of another telecommunications network. Telephone lines link the Electrical Control rooms with Traffic Control, the CEGB, traction feeder stations, track-sectioning cabins and line-side maintenance telephone points. Many sub-stations are remotely controlled, releasing valuable technical staff for other duties. In them the state of the sectioning switches and other complex equipment is monitored from the central control room over special circuits which also enable the controller to actuate the switchgear and check that it has responded.

Modern telegraphy

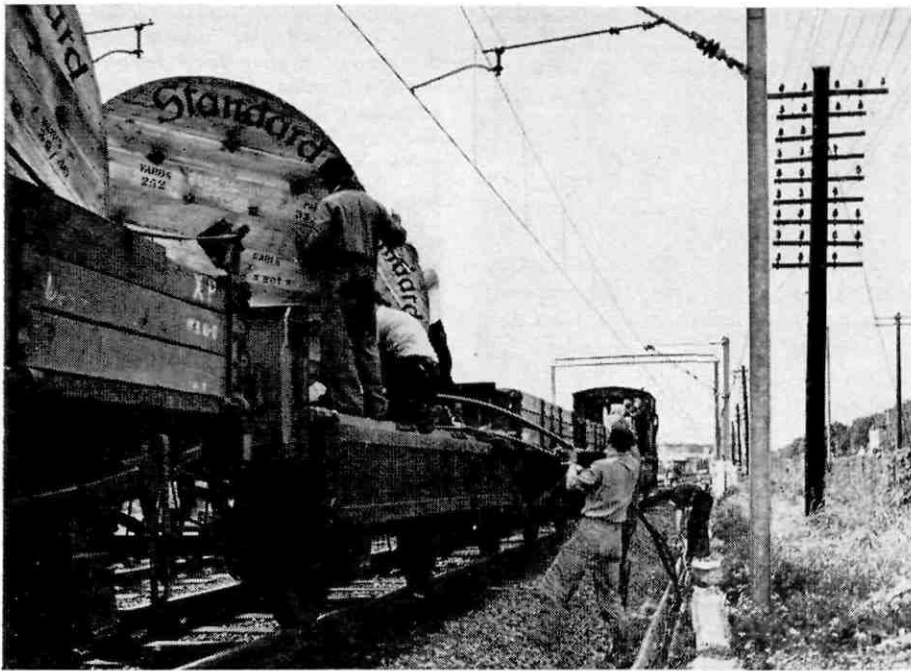
The railway teleprinter network, already extensive, is being enlarged and modernised to deal with the greater volume of traffic to-day. Automatic switching centres will replace point-to-point working and annual switching, and provide increased capacity through faster transmission speeds between centres.

STRAD (Signal Transmitting, Receiving and Distribution) system is making its

In the new automatic exchanges, such as this one at Crewe, the operator sits at a completely restyled, cordless switchboard. Operators exchange calls from the public more quickly and efficiently



In some cases radio transmission is more expedient than trackside cable. On the North Eastern Region, for example, a 300-channel microwave radio will soon complete the trunk lines between New York, Darlington and Newcastle-on-Tyne. The picture shows a 150 ft. propagation testing mast for a microwave link of this kind



A cable team lowers the new telecommunications link from a special cable train into the concrete ducts built to accommodate it alongside the track. The cable is being laid along the London-Tilbury-Southend route of British Railways' Eastern Region

first railway appearance at Crewe. One of the latest advances in teleprinter technology, it embodies transistorised equipment for receiving, storing, and transmitting messages without human intervention. A four-character address code together with a code relating to priorities, etc., inserted in the message by the originator are the only instructions the equipment requires to select and re-transmit over one or more routes – it can handle multiple-address messages – and sort out priorities when traffic has accumulated. The heart of the equipment is a magnetic drum and tape store – a computer-type 'electronic memory'. Other installations following similar techniques are already planned and will be installed in the future.

Teleprinting assists rapid collation in seat-reservation and other booking systems. In the Eastern Region direct teleprinter links between London, Harwich and continental ports have greatly improved the efficiency and scope of the services provided for the growing numbers who travel abroad by railway routes.

Transmission equipment: Cabling

The basic connection between a telephone and its local exchange is a simple two-wire electric circuit. These 'pairs' converge to form cables, in which up to hundreds of wires, separately insulated and colour coded for identification, com-

plete the link with the exchange. But over the longer distances between exchanges the system is more complex. Variations in the magnitudes of electric currents constitute a message, or signal; these magnitudes and the frequency at which they occur must be transmitted with little loss or distortion if intelligibility is not to be impaired. The difficulty – and expense – of restoring losses and correcting distortion increases with the length of line. Moreover, most signals comprise a mixture of frequencies to which the transmission equipment, including the lines, must be made to respond impartially. The minimum range of frequencies required to retain intelligibility is referred to as the band, or band-width, and a criterion of quality of equipment and cables is the width of band they can handle.

First steps in reducing the number of wires required between exchanges was the superimposing of morse-code telegraphy on a telephone circuit, with rudimentary separation arrangements at each end. Then Carrier Telephony was introduced. Several bands of speech frequencies representing separate conversations are superimposed in turn on successively higher-frequency 'carrier' signals. Only one pair of wires is required for transmission; the signals are separated at the receiving exchange just as a radio receiver selects one of many broadcast

programmes, by being tuned to its wavelength or frequency.

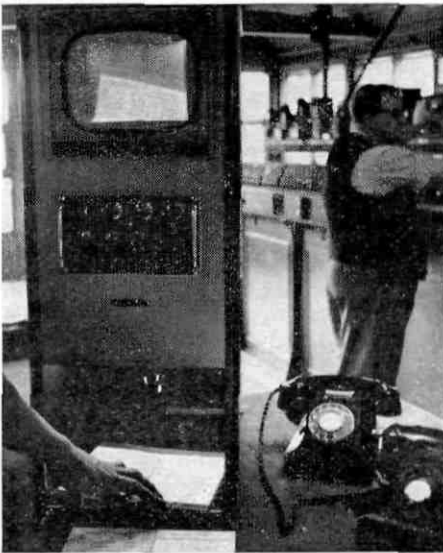
Starting modestly with three channels on a pair of open wires, the system has progressed to the present-day 300-channel coaxial cable link. Specially developed for the wide-band requirements of television, a coaxial cable consists of a metallic core and surrounding metallic tube separated by low-loss insulation; the use of expanded plastics has reduced both size and cost of installation. Coaxial cables often form part of larger cables containing many other wires for signalling, control and power supply purposes. Many miles of these cables are being laid alongside the main railway routes. Loss of signal strength is counteracted by inserting amplifiers, called repeaters, in the lines at intervals. While these can be, and sometimes are, housed at intermediate exchanges, transistor technology, with its accent on miniaturisation, has produced wide-band best-pocket-sized repeaters which can be buried quite practically with the cable. Electric power for their operation travels along the same wires as the speech signals.

Radio and television

Cabling on railway land alongside the tracks is generally more straightforward than radio transmission, but exceptional circumstances can arise, as in the North Eastern Region, where a 300-channel microwave radio link will soon complete the trunk lines between York, Darlington and Newcastle-on-Tyne. Time was a vital factor; outstanding track-work would have unduly postponed cabling. And there were suitable hills for the aerial towers between which the extremely short wave (4 cm) signals will

The distribution of power for the whole of the Crewe-Manchester electrified network is supervised from this control room at Crewe. Telephone lines link the electrical control rooms with Traffic Control, the Central Electricity Generating Board, traction feeder stations, track sectioning cabins and lineside maintenance telephone points





Closed circuit television has several uses in railway telecommunications. In some of the marshalling yards, cameras, which the yardmaster can tilt, swing and focus from his centrally situated office, watch the arrival and departure ends, a mile or more apart

be beamed with only two repeaters in addition to the three terminal stations. Apart from technical problems, of which finding sites is only one, the difficulties of acquiring land and obtaining planning consent and frequency allocations are such that a widespread changeover from cable to radio working between fixed points is unlikely.

But where one of the terminals is mobile, there is of course no practical alternative, and radio-telephony is already used for controlling shunting engines in

British Railways are planning to introduce trunk dialling on all parts of their system. The most modern installations, besides enabling internal users to dial all extensions on the main and satellite exchanges as well as public subscribers in the local call area, also enable an extension user to transfer any call to another extension without the intervention of an operator



larger marshalling yards and cartage vehicles. In the railway-owned packet ports, too, radiotelephony is an essential element in ship-to-shore communications.

Closed-circuit television has several uses in railway telecommunications. In some of the larger marshalling yards cameras which the yardmaster can tilt and swing and focus from his centrally-situated office watch the arrival and departure ends, often a mile or more apart. At King's Cross, current passenger train information, transmitted from the signalbox, is simultaneously displayed in various offices requiring it. A similar system is in use at Paddington. A probable future application may be the supervision of level crossings, more of which are to be automatically or remotely controlled.

The band-width requirement for good-quality 'live' television is prodigious, up to a thousand times greater than for a speech channel. Long-distance transmission over trunk routes is therefore likely to be limited to occasions of special necessity or of short duration. Still pictures, on the other hand, can be transmitted with a much narrower band-width, and the facsimile reproduction of documents is sure to be extended.

Other links

Within an elastic definition of its function the telecommunications organization of British Railways is responsible for all forms of electric and electronic communication. Men who work on the line look to the department for 'walkie-talkie' radios, self-contained transistorised megaphones, and pocket telephones which spurn the more sophisticated systems and work over short distances when clipped to a wire fence.

Tape-recorded train announcements provide a public address system where an announcer's services could not be economically justified.

Another use for tape, made possible by the small size of transistorised recorders, has been found in the Eastern Region. At Temple Mills yard, train preparers record full particulars of a freight train in ten minutes. The tape, whose recording capacity is one hour, is played back on a machine which relays the information to Liverpool Street for transcription and automatic re-transmission by teleprinter to control offices in the districts to which the traffic will subsequently be sent. The system promises freight-train control with a precision not previously attainable at economic cost.

These, then, are some of the diverse

Teleprinting assists rapid collation in seat reservation and other booking systems. In the Eastern Region direct teleprinter links between London, Harwich and continental ports have greatly improved the efficiency and scope of the services provided for the growing numbers who travel by railway routes



ways by which the Telecommunications Engineers are bringing the railway men together more effectively. Better communications with the public, too, improve goodwill and benefit commercial activity. The result is a better utilisation of railway assets.

Book received



THE SECOND VOLUME of the *Yearbook of the International Free Trade Union Movement* has appeared recently. The 1961-62 edition brings up to date the information contained in the first volume which came out in 1957. The *Yearbook* is an ICFTU publication and carries a preface by ICFTU General Secretary, Omer Becu. It contains information on the trade union movement in 107 countries where unions are affiliated to the ICFTU and on the 18 international trade secretariats, associated with it.

An admirable work of reference, this book does more than simply list the various trade union organisations of the free world, together with the facts, figures and personalities; it also includes a survey of the origins and the present situation of the trade union movement in Africa. In particular it records the activities of the ICFTU, its relations with intergovernmental organisations, and the changes in its membership and structure. A number of statements, memoranda and resolutions, issued since the publications of the first volume and outlining the ICFTU's attitude to a variety of international problems in the social and economic sphere, also appear therein.

Some social aspects of the Dutch fishing industry



In Holland, as elsewhere, there has been an alarming decline in numbers seeking work aboard the herring drifters. This is partly due, no doubt, to the seasonal nature of herring fishing. The union representing the fishermen, however, is anxious to avert this situation remedied in the interests not only of the crews but also of the industry itself

It is felt that a thorough sociological investigation is necessary which will establish the causes of the increasing unpopularity of work in the Dutch fishing industry



THE FOLLOWING ARTICLE is based on a fuller account of various aspects of social conditions in the Dutch fishing industry which appeared in the pages of *Ons Bestek*, the official organ of the ITF-affiliated Dutch Seafarers' Union which groups seamen, merchant marine officers and fishermen. It highlights problems with which the industry is faced not only in the Netherlands but in other countries with similarly long traditions of fishing the seas.

The seasonal character of herring fishing makes the question of job security in this particular branch of deep sea fishing a very difficult one. Out of season, the men who crew the drifters often take shore jobs and thus experience the far better conditions which prevail in these trades. This creates a state of flux in the fishing industry which could perhaps be offset by keeping some of the men in employment on maintenance and repair of ships and gear during the idle months. This, aimed especially at the younger members of the crew, would create greater stability of manpower in

the industry, and would offer the opportunity of a permanent job in herring fishing.


As regards social security, many branches of the industry do not come under the social security legislation which applies to shipping in general. Pension arrangements are totally lacking in the Dutch fishing industry. It is felt that with the increased development of pension schemes for shore jobs employers in the fishing industry are going to realise the advisability of offering similar arrangements to their employees.

(Continued on page 71)

A valuable contribution



Students at the International Summer School organized by the ITF-affiliated German Union of Public Service and Transport Workers at Mosbach, Baden. Fifty per cent of the students come from countries outside Germany (Photo courtesy OeTV)

 THE GERMAN UNION of Public Service and Transport Workers (OeTV) has one of the finest trade union education programmes in Europe. Its two residential schools – in Mosbach (Baden) and Bielefeld – provide courses in public speaking and the organization of meetings, trade union history and aims, economics, labour law, collective bargaining and the special problems of the many different trade groups within the OeTV. In addition to these residential courses, most of which last about two weeks, and whose participants are chosen nationally, local and district branches of the union organize evening courses and lectures, and weekend schools. The St. Andreasberg Youth Home provides courses for young OeTV members and those active in the union's youth groups.

The Michael-Rott School at Mosbach is set among beautiful surroundings, and during the two-week course the students are taken on trips to Heidelberg, Stuttgart and other cities within easy reach of the school



But from the point of view of the international trade union movement the most interesting feature of the OeTV's education programme is its annual international summer school held at the Michael-Rott School at Mosbach. The importance of international gatherings of this nature, where ordinary trade unionists from many different countries meet together in an informal atmosphere to learn about each other, cannot be exaggerated. This is particularly true today, when the spirit of internationalism has sadly declined in vigour, in circumstances when its strength could immeasurably strengthen the hopes of peace in the world.

The modern labour movement arose a century ago as a protest against the oppression of the working class. At that time the worker was not prepared to find common ground with the employing class in his own country, and therefore looked to his fellow workers in other countries for help and encouragement, so that they might fight for their rights together. In this way the spirit of internationalism grew up and this early

practical expression of solidarity across frontiers can lay claim to some remarkable achievements.

But the time came when the improvement of wages and working conditions and the realization of social aims had to be achieved by national legislation, and the trade unions were obliged to turn their energies more and more towards the attainment of a recognized position of influence and power *within their own countries*. The successes which have been won by this course of action are very substantial. The individual trade unionist has never been so well served as now, when his organization is a force to be reckoned with and commands the respect of employers and governments alike.

This trend towards stronger national unions has, however, meant that internationalism has to some extent fallen into abeyance. The intervention of two world wars, the bitterness they generated and the often disastrous splits in the labour movement itself have combined to create a degree of cynicism about the value of international solidarity. Yet if

the trade union movements of the democratic countries had united to oppose Hitler, who knows what they might have achieved?

To-day, more than ever, the lives of working people everywhere are bound up together. Victories won at the national level on behalf of the working population can be wiped out overnight by the follies of international distrust and misunderstanding; what little we can do to dispel the ignorance from which dissension springs must be a valuable contribution to the stability of the world and the permanence of social achievements.

The oertv's international summer school is part of that contribution. The course is designed for around sixty students, half of whom come from among the membership of the oertv, and half from countries outside Germany. The foreign students are selected through the agency of the two International Trade Secretariats to which the oertv belongs: the ITF and the Public Services International, and their fares and expenses from the German frontier are met by the German union. The course lasts for two weeks and a glance at the programme, as well as the testimony of students, indicates that it is fairly strenuous. As well as the formal lecture sessions there are discussion periods and extensive excursions to the beautiful countryside around Mosbach and to the towns of Heidelberg, Mannheim, Rothenburg and Stuttgart.

To give some idea of the area cover-

ed by lecturers at the summer school, here are extracts from the programme for the 1961 course. On the opening day Gerhard Nürnberg, a member of the oertv Executive Committee, gave an outline of the Germany trade union movement, its structure, tasks and objectives. The following day Bernhard Tacke, Vice-President of the German Trade Union Federation (dgb) explained the various educational schemes and activities of the German trade union movement. Later in the week Dr. Erich Meyn of the Frankfurt Academy of Labour lectured on the economic situation in the Federal Republic and the workers' conditions. The role of the Public Services International and the ITF in the work of the international trade union movement was explained by Paul Tofahrn, General Secretary of the psi, and Ken Golding, Research and Publications Secretary of the ITF. Finally, Dr. Karl Kühne of the European Economic Community headquarters in Brussels described the organizations set up for the economic integration of Europe and their tasks, activities and problems viewed from the trade union angle. All the lectures were followed by a full afternoon's discussion and two whole days were set aside during the second week during which the foreign students reported on the social, economic and trade union situations in their respective countries.

The immensely valuable opportunities for increasing international understanding afforded by these annual schools demonstrate how deeply the German la-

bour movement wishes not merely to make amends for its country's part in precipitating two world wars but also to forge impregnable links between itself and the labour movements of other democratic countries. After twelve years of total isolation from the trade union world outside, the German workers felt a profound need to re-establish these contacts when the Second World War came to an end, in order to ensure that the events of 1933 could never be repeated. The leaders of the trade union movement, who had had plenty of time to ponder on the structure of their country's labour movement while in Nazi concentration camps, had recognized once and for all the folly of separatism within the labour movement and were resolved to create a truly united movement. (Among these men was Michael Rott in whose honour the school at Mosbach was named. Before 1933 he had been a leader of the Christian unions and in 1945 he returned to help in the rebuilding of the trade union movement.)

The oertv's aim in establishing these international courses has, therefore, been twofold: to foster international understanding generally and to dispel the widespread mistrust and resentment towards Germans which still exists and which, as far as the democratic trade unionists of Germany are concerned, is today totally unjustified. They believe that mutual trust is the only really firm foundation for a working class solidarity which will demonstrate its worth in times of need.

And the courses are valuable for other reasons than these. The progressive integration of Europe demands that those who represent the workers should have a thorough knowledge of the problems which this will bring. The courses therefore incorporate lectures on international agencies such as the ILO and the European Productivity Agency as well as information about the living and working conditions in participating countries.

The problem of achieving understanding between nations is the only one which really matters. If more trade unions can be persuaded of its urgency, and will take practical steps along the lines of the oertv international summer school, then the labour movement at least will be able to make the claim that it has gone beyond the pious platitudes which only too often are a cloak for doing nothing.



This picture, taken at the 1961 Oertv International Summer School, reflects the relaxed and informal atmosphere in which students from different countries can learn something of each other's customs and outlook, to the promotion of international understanding and tolerance

Protection of port workers

The accompanying article has been prompted by the booklet 'Wahrschau' published by the German Association of Wholesalers and Warehouse Proprietors (Grosshandels- und Lagerei Berufsgenossenschaft) to whom we take this opportunity of recording our appreciation of their kindness in supplying the photographs with which we have illustrated the text of our article. It is twenty-one years now that the Association first gave expression to its concern at the number of accidents occurring in the loading and discharging of cargo vessels and the best way of ensuring the safety of those handling cargoes in the practical shape of a booklet, then, as now, entitled 'Wahrschau' (the warning cry heard in the docks when danger threatens the docker). New techniques and cargohandling equipment introduced into cargo-handling have led the Association to re-issue an up-to-date version of this booklet which, as was the case with the original edition, consists of a wealth of photographs showing all aspects of discharge and loading techniques — both right and wrong! — with accompanying texts.

IT IS OFTEN SAID that dock workers are a tough breed, and well they might be. Port work is among the most notoriously dangerous of occupations, where the slightest slip in vigilance can very easily result in serious or fatal injury. The latent power to harm possessed by so much of dockside equipment needs only a moment's carelessness or indifference to bring it savagely into the open and with it the tragedy of human suffering. The combination of hard physical labour with constant watchfulness permits of no relaxation at all on the job and constitutes a strain which must in time take its toll of a man's health. It is therefore absolutely essential that those who work on loading and unloading ships can be quite sure that every single piece of equipment they handle is in perfect working order. This not only makes their jobs easier, but also relieves them of some of the mental strain of constant vigilance.

Port employers are under an obligation therefore to see that all work locations, equipment, machinery and tools are in perfect condition so that the workers are protected as far as possible against accidents and occupational diseases. Equipment containing faults which might constitute a danger to life and health should not be used. And the employer must, either personally or through a representative, make sure that all port operations are carried out safely, draw up detailed working instructions, and supervise the operation of accident prevention regulations.

Accidents caused by technical and structural faults in machinery, tools, scaffolding, ladders, etc., can almost always be avoided by thorough inspection and testing before use. This procedure need not cause any great loss of time and the gain in safety is more than worthwhile. Any faults discovered should

either be put right on the spot or reported for repair. On no account should faulty equipment knowingly be used in port operations and it is of course essential that equipment should not be put to uses for which it was not designed.

Special safety clothing and equipment should be provided and used for the handling of dangerous cargoes. Safety regulations should only be suspended in really pressing circumstances and should be brought back into operation again as soon as the emergency is over.

One of the most frequent causes of accidents is inadequate or unsafe means of access. Gangways between ship and shore should be firmly anchored, have secure laths and proper handrails, and not be inclined at too steep an angle. If there is a danger that a man might fall off the gangway into the dock, a safety net should be hung in such a position as to offer adequate protection.



This photograph demonstrates the usefulness of stretchers slung from cranes in transporting an injured man from ship to shore. The stretcher is equipped with sturdy legs and strapped canvas bands keep the injured man secure



It is useful to note down every accident, however minor, so that a complete record is kept in case complications arise or there is a question of damages being paid. Only too often it is found that difficulties attend efforts to substantiate a claim



Basket cradles can also be of great service in cases where an accident occurs on board ship. If administered promptly, first aid treatment can prove a decisive aid to quick recovery

Ladders and planks should in no circumstances be used as the sole means of access, and care should be taken to ensure that neither end of a gangplank can become dislodged.

A dangerous spot sometimes exists where the gangway reaches the ship's railing, and the steeper the gangway the greater the danger. In some instances there is practically no handhold a man when he leaves the gangway for the stepladder leading from railing to deck, unless a stanchion is placed on the railing or on the stepladder to protect this spot which is all the more dangerous when there is a gap between the end of the gangway and the top of the railing.

Insufficient precautions in protecting hatchways are another frequent cause of accidents, which can be of a very serious nature where the hold is deep. If the coaming is not high enough to ensure safety it should be raised by the addition of fencing. Open hatchways should always be guarded by rope or chain railings, supplemented by trip-boards where necessary. Deck space should be as free as possible from all obstructions, particularly in the area surrounding the hatchways, and hatch covers, hatch beams, etc., should be stowed well out of the way so that there is no danger of them hampering operations.

It is also absolutely essential that hatch covers and beams should fit properly and be firmly secured to obviate any danger of them falling into the hold.

Besides ensuring the absolute safety of ladders leading to the hold — firm anchorage at both ends, firmly fixed rungs, etc. — the ladders should be designed and located in such a way as to enable the men to escape from the hold quickly in case of emergency, for instance, fire, explosion, or the escape of

poisonous gases. If separate deck openings are made or ventilators are used for the entrance to the hold, the openings should be large enough to allow workers to get through quickly.

During loading and unloading operations great care should always be taken to see that footholds are secure and that where necessary safety nets are used to prevent men and goods from falling into the hold. Where fork-lift trucks or other fairly heavy mechanical equipment is used in the hold in the stowage of cargo, the floor must be sturdy and kept completely free of obstacles.

Deck machinery, particularly winches, can be a serious source of danger, and must never be allowed to obstruct operations. Winch operators must at all times have an unobstructed view of their equipment and should operate the winch from a safe stance. If the operator is positioned on a makeshift foothold he may lose his balance and in seeking to save himself send the load astray.

An authorized overseer should always be present to supervise loading and unloading operations, and only he should be allowed to give directions to the crane operator. He must of course be stationed in a safe position where he has an unobstructed view of the hold.

In spite of the most stringent precautions and the greatest care, accidents are bound to happen. It is therefore essential that strict instructions should exist about the procedure to be followed in case of accident or sudden illness, and that the proper equipment to deal with them

(Continued from page 67)

The Dutch government has repeatedly hinted that a renewal of the fishing fleet is desirable in the interests of the crews themselves. The recurrent difficulties experienced in finding crews for drifters and trawlers at the beginning of each season are adequate proof that a good deal of dissatisfaction exists amongst men engaged in deep sea fishing. Workers in other Dutch industries are generally benefiting more and more from improved conditions, and it is just this which makes a radical improvement in the trawlerman's position an immediate necessity.

According to the report of a Dutch commission set up to study working conditions in the fishing industry, working days during a certain period in the season can consist of 12 hours and during another period an 18 hour day may

should be readily available. All workers ought to be fully instructed in elementary first aid since this, if administered promptly, can be decisive in the treatment of injury. Even apparently negligible wounds should therefore be bandaged to prevent infection. Stretchers and basket cradles slung from cranes can be of great assistance in transporting an injured man from ship to shore.

Convention No. 32 of the International Labour Organization concerning the Protection against Accidents of Workers Employed in Loading or Unloading Ships (Revised 1932) lays down detailed provisions to ensure the safety of dock workers, including the minimum height of coamings and fences, and safe measurements for ladders, etc. The Convention also specifies the intervals at which various pieces of equipment, such as hoisting gear, chains, ropes, permanent gear and other machinery shall be inspected and certified as being in good working order.

There is no lack of adequate legislation in many countries to protect dock workers from accident and injury in the performance of their jobs. The difficulty is making sure that regulations are adhered to, since dock work frequently lends itself to make-shift arrangements in the interests of speed. It is therefore the obligation not only of supervisors and those responsible for safety of operation to see that proper precautions are taken, but also of the dockers themselves, in their own interest and for the sake of their workmates.

be worked. In trawling there are trips on which the men work 16 hours a day. The figures given in this report relate to conditions prevailing 12 and 13 years ago, but it appears that things have not generally changed, so that these figures are also valid for considering the present situation.

It is felt that a thorough sociological investigation is necessary which will establish the causes of the increasing unpopularity of work in the fishing industry. The results of such research would form a basis on which working hours and rest periods could be regulated.

In all the Dutch fishing concerns, with the exception of one group, wages are paid as a percentage of the gross earnings on a catch. In most cases a guaranteed wage is assured if the crew's share

(Continued on page 72)

What they're saying




The real yardstick

People must be judged not by their kind words, but by what they do – or do not do!

D. J. Munro, General Secretary, New Zealand Railways Officers' Institute


Rationalization at Sea

 TECHNICAL DEVELOPMENT PROGRESSES with giant strides and not least in the shipping industry where an enormous transformation hastaken place. Vessels become bigger and bigger, periods spent in port become shorter and shorter, while at the same time all are agreed that human labour will always be needed to look after the technical equipment carried.

Working techniques can thereby be simplified and perfected, above all there should be an opportunity of achieving increased productivity and production surpluses, of producing a larger cake which can be shared among all employees of an enterprise. With this in mind we should all be united in turning our eyes away from the past and towards a future which can provide richer rewards and opportunities for the seafarers as well.

Johan S. Thore, writing in Sjömännens

Upside-down democracy


 A STRANGE CONCEPT of the relationship between trade unions and the state has been enunciated by a small group of British Columbia trade unionists who recently returned from Cuba. Interviewed by the Communist Party's *Pacific Tribune* as 'the first official Canadian trade union delegation' to visit Fidel Castro's fortress, the so-called 'delegates' noted: 'Cuban trade unions have membership meetings once a week where they iron out their beefs. If they are not satisfied with the decision on a local level they can appeal it right to the top; to Fidel himself if need be'.

Free, legitimate trade unions elect

their own officers, negotiate collective agreements and approve constitutions which provide machinery for dealing with 'beefs' of the membership and means of remedying the course of such 'beefs'. They do not give unlimited power to any head of state to interfere in their internal affairs. When the head of state or a political party has supreme power in any labour organization, that organization has become a state company union or puppet of the party.

Canadian Labour, Journal of the Canadian Labour Congress

Industrial safety – our responsibility

 ON AN AVERAGE working day last year, two or three workers were killed as a result of industrial accidents, and 750 injured badly enough to keep them from work for at least three days. This is a problem we have to face, a challenge we must meet. We cannot look upon industrial accidents as statistics. They happen to us, our fellow workers, and bring grief and anxiety to families and friends.

Money is no real compensation for an accident. Where accidents occur we must try to get the best financial settlement we can for the member concerned, but our main aim is to prevent unnecessary accidents from happening at all. Over the years we have given advice, and run education courses aimed at preventing accidents. Now we want to redouble our efforts in this direction in order to make a real impact upon the disturbingly high level of accidents in industry which still remain.

This is not an easy problem to solve. As in so many other things, the biggest problem is apathy – on the part of workers and employers alike. We must stop thinking that accidents only happen to the "other fellow", for the next time an accident occurs, the "other fellow" may be us.

We have a right to insist that the employers take every precaution for our members' safety, and a duty to see

that workers take care too. It is in the workshop itself that the battle for industrial safety must be won. A lively, effective Joint Works Safety Committee can play a major part in this, but only a small percentage of the establishments covered by the Factories Acts have them, and some of these are very limited in the scope of their activities. This situation must be improved.

Frank Cousins, in the T & GWU 'Record'

(Continued from page 71)

of the proceeds from the catch falls below the sum guaranteed. The individual share being thus dependent on the number of the crew, there is a tendency among the men to keep their numbers as low as possible. In this context the question arises whether this method of reckoning wages is not detrimental to the trawlermen's well-being, since it leads to too much work shared by too few men. In the case of one of the principal Dutch fishing concerns there is a fixed wage, although this is comparatively low, which is increased by bonuses depending on the grossing of a particular catch. It is desirable that the different systems should be replaced by a uniform method which would cover the whole industry, preferably based on the latter system of payment. This basic wage would have to be raised; it would be paid for an eight hour working day, over and above which any work done would count as paid overtime.

The catering arrangements on many of these ships are entirely unsatisfactory. Some ships carry a cook, but in most cases he is obliged to do other work on board. The men often have to put up with unappetising or unwholesome meals because of this and because the companies often hire unqualified men as cooks. This question should likewise be investigated so that the parties negotiating the next collective agreement may form a policy concerning catering conditions on board.

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



Editions of Journal

International Transport Workers' Journal
Internationale Transportarbeiter-Zeitung
ITF Journal (Tokyo)
Transporte
ITF-aren

Editions of Press Report

Pressebericht
Pressmeddelanden
Communications de Presse
Boletín de Noticias (Lima)
Press Report Two separate editions in English issued in London and Singapore