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4

In this issue:

Fact-finding mission to North-West Africa

- by Reint Laan,
ITF Director of Regional Affairs

Ready for signature

Accident and disability compensation in Canada

A sociologist looks at a fishing community

Profile: Ernst Borg

Pipelines — are they a threat to tankers?

Young railwaymen in friendly rivalry

- by Hans Imhof,
Assistant General Secretary



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4

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The blessings of work

AUTOMATION – the system of production where machines do the work with just the odd 'bod' around to press a button occasionally – is now with us. So far its repercussions have not been very pronounced. At the moment therefore the problems its widespread introduction may be expected to pose are academic rather than real. A little thinking in advance, however, cannot do any harm. Some planning would be even better; especially when one recalls the sorry mess made by the first onslaught of the machine age. We are still suffering from the miseries inflicted on Man's mind and spirit by the Industrial Revolution.

Naturally, trade unions in all countries have been giving some thought to the subject. One of their main proposals is the progressive reduction of working hours as the need for labour diminishes. That seems fair. It cushions the impact by distributing the load. The suggestion (not a union one) that unemployment compensation be increased to equal real wages, whilst apparently socially fair, ignores the soul-destroying effect of long periods of worklessness on those who by habit and training have grown accustomed to the idea that wages are the reward of labour and so feel uneasiness at getting (apparently) something for nothing.

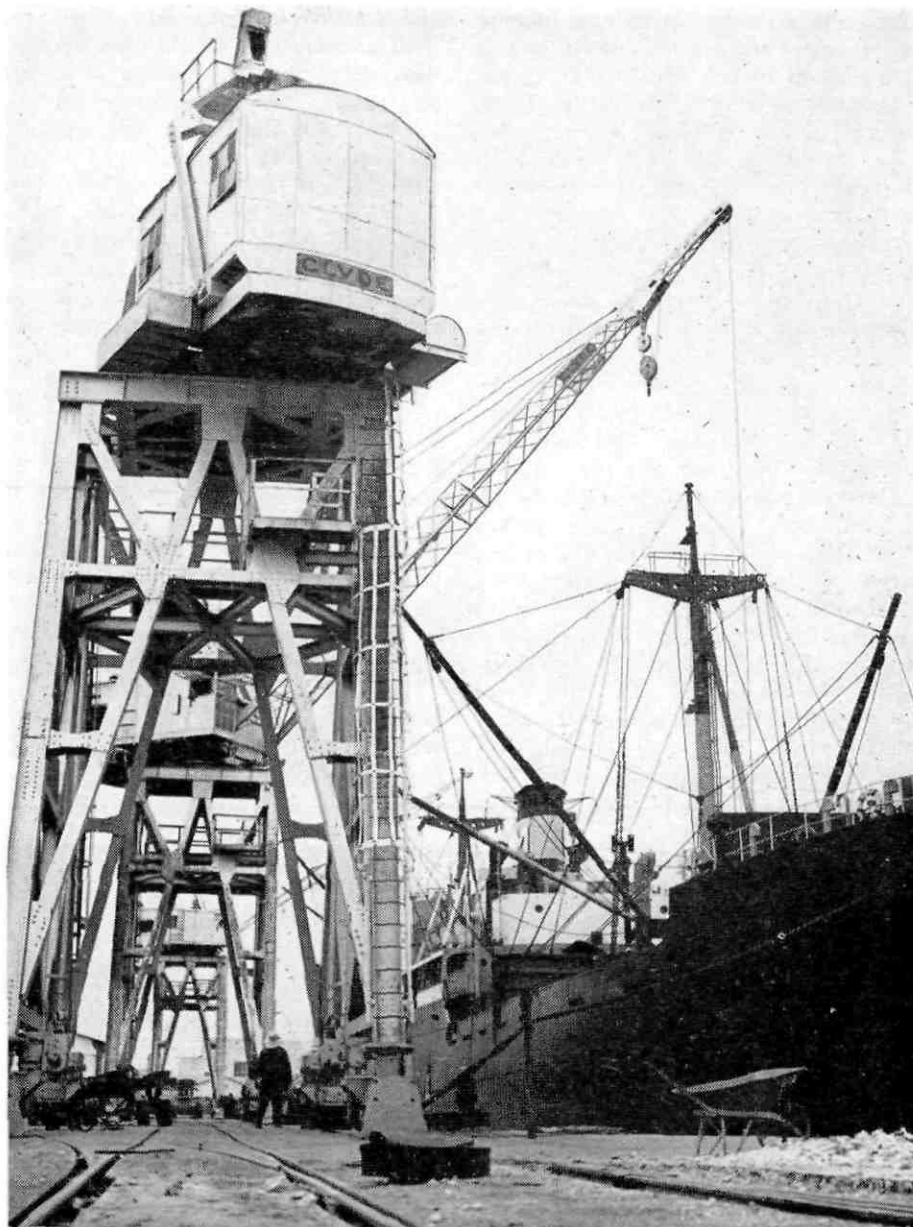
The truth of the matter is that most of us prefer to work for our living. Some of us, it is true, are a little hesitant about the joys of working for somebody else's. A little more leisure which could come our way as the result of automated processes in industry would be very welcome, especially if we knew that the benefits of increased leisure were being equitably distributed among the entire working population. For the present, the rewards of Man's productive efforts are shared out somewhat haphazardly – some do not even have to shake the tree to get their plums. Lots more people doing a lot less work to produce the same or a better productive result should not be an impossible answer to Man's ingenuity in the way of inventing labour-saving devices – and the problems which go with them.

Fact-finding mission to North-West Africa


by REINT LAAN,
ITF Director of Regional Affairs.



Bro. Laan, ITF Director of Regional Affairs, is here seen with a group of Nigerian railwaymen and trade unionists during his stay at Lagos. They are: (extreme left) C. N. Ndukwe, Senior Labour Relations Officer, Nigerian Railways, Bro. Nat Johnson (Petroleum Workers' Union), Bro. N. Chukwurah, Assistant General Secretary of the Nigerian TUC (TUCN); (standing at rear) J. A. Alabu, a member of the secretariat of the railwaymen's union and (on Bro. Laan's left) E. C. Okei-Achamba, General Secretary of the ITF-affiliated Nigerian Railway Permanent Way Workers' Union. In his article, the ITF Director of Regional Affairs records appreciation of the valuable assistance rendered to the ITF by Bro. Nat Johnson of the Petroleum Workers' Union in supervising the activities of the ITF Regional Office in Lagos during the regretted absence of Bro. Emil Laflamme



The port of Tunis scene of the beginning of the African tour of Bro. R. Laan, Director of Regional Affairs. Here details of itinerary and objectives were discussed with Bro. Hellal whose mission was due to take him to Dahomey, Togo, the Ivory Coast, Upper Volta, Mali, Senegal, Morocco and Egypt. (It is hoped to report on this in a later issue)

 UP TO THE PRESENT, much of the ITF's activity in Africa has been directed towards the former or existing British territories in West, East and Central Africa. It had, however, become increasingly obvious during the last year or so that these activities would now have to be complemented by similar work in the very large number of ex-colonial territories in North and North-West Africa – many of them former French possessions – which have now become independent States. This activity was also intended to cover Sierra Leone and the oldest African independent republic, Liberia.

Since French is either still the official language of the majority of these countries or is widely understood, it was clear that the bulk of the work in this area would have to be performed by

representatives who were themselves French-speaking. This was, in fact, the thinking behind the appointment last year of Bro. Emile Laflamme as ITF representative in West Africa. Bro. Laf-

lamme is a United States trade unionist of French-Canadian extraction and is bilingual in French and English. It was therefore intended that although he would initially be based in Lagos, Nigeria (where the ITF has a regional office), a great deal of his time would eventually be spent in undertaking missions to the new French-language republics along the West Coast.

Unfortunately, before he could carry out this most important part of his assignment, Bro. Laflamme was taken seriously ill while attending the ITF Executive Committee in November last. In the circumstances, therefore, the Executive Committee was very glad to learn of the generous offer made by the ITF-affiliated Tunisian Railwaymen's Federation to make available the services of its Assistant General Secretary, Bro. Mohamed Ali Hellal, (the co-opted member of the ITF Executive Committee for the African region) for short-term missions in this area – the more so since Bro. Hellal is not only an experienced trade union official but also speaks French and Arabic, the two languages most commonly used in North

and North-West Africa.

In consequence, it was decided that Bro. Hellal should be asked as a first step to undertake a preliminary survey, covering some six weeks, of the principal countries in the region – visiting Dahomey, Togo, the Ivory Coast, Upper Volta, Mali, Senegal, Morocco, and Egypt. It was also agreed that on the first half of the trip he should be accompanied by the writer. In practice, however, last minute air scheduling difficulties made this joint mission impossible.

I therefore undertook the first part of the mission, (Tunis-Libya) alone, meeting Bro. Hellal later in Lagos shortly before he left for Togo. At the time of writing, Bro. Hellal is still visiting the West Coast republics and the present article consequently deals only with those countries which I myself visited. At a later stage, we hope to publish Brother Hellal's account of his own trip.

The journey began in Tunis, where I met Bro. Hellal in order to have a further opportunity of discussing with him the details of our itinerary and objectives, the latter being to contact as

many non-affiliated transport workers' unions as possible; to discuss with them their problems and difficulties and to bring home to them the advantages of joining the ITF; to strengthen the existing ties between the ITF and its affiliates in the region and to find out through personal contact how best the Federation can aid them in their work; as well as to learn as much as possible about the situation of the trade unions in general and their relations with both governments and employers. Our intention was to have not only private discussions with trade union leaders and others working in the labour field but also to address, wherever possible, the union membership at mass public meetings.

Whilst in Tunisia, however, the opportunity was also taken of visiting transport workers' unions, both affiliated and non-affiliated, as well as transport undertakings and installations. In Tunis itself, for example, I had discussions with representatives of the railwaymen's, dockers' and road transport workers' unions at which the possibility of closer contacts between the three groups was considered.



Fishing off the Tunisian coast. The Tunisian trade union movement is increasingly fostering workers' co-operatives and the author of this article visited the Sfax fishermen's co-operative which has been in existence for a little over a year and now operates five fishing vessels with a like number of modern refrigerator vans for quick marketing of the catch. Local refrigerating plants are also being set up in other parts of the country. Relations between the board of the co-operative and the fishermen are extremely good



Street scene in the Old City, Tripoli, next port of call in the itinerary of the North-West African fact-finding tour of the ITF Director of Regional Affairs. Here Bro. Laan met with representatives of the ITF-affiliated Port Labourers' Union and of other transport workers' unions. He found that the trade union situation, resulting from the strike of September 1961, was a bleak one with unions still suffering from the effects of the arrest of trade union leaders made at that time (a Shell photo)



Oiling a passenger airliner at Benghazi airport. Benghazi is one of the two capitals of the country, the other being Tripoli. On his fact-finding mission, Bro. Laan found that trade union activity in the country is at a low ebb as a result of restrictive government legislation. Only bright side to the picture is the concrete help which the Libyan trade unions received from the world free trade union movement during the worst period of governmental repression of the unions (Photo by courtesy of Shell)

A visit was also made to the Port of Sfax some 250 kilometres away which has a great future as a shipping centre and is considerably more modern than the Port of Tunis. The latter is rather old-fashioned in its working methods and has need of heavy investment if it is to be modernized. Social conditions there are also rather backward.

While in Sfax, I had the opportunity of observing at close quarters a trend which is being increasingly fostered by the Tunisian trade union movement: the formation of workers' co-operatives. In fact, it is true to say that the major part of union financial resources is being invested in such ventures, which appear to be highly successful. The Tunisian movement incidentally has a centralized contribution system, similar to that which exists for instance in Austria. Under it, all membership dues are remitted to the national centre by affiliated unions, which receive a proportion back for their own use. The central fund is drawn upon very heavily for investment in cooperatives covering practically all sectors of the Tunisian economy.

The Sfax fishermen's cooperative visited has been in existence for a little over a year and now operates five vessels, together with a similar number of modern refrigerator vans for use in marketing the catch. The cooperative is also busy setting up local refrigeration plants in other areas of the country, which will allow it to extend the range of its activities. Excellent relations exist between the Board of the cooperative and the fishermen themselves, who are of course individual shareholders.

Bus services throughout the suburbs of Sfax are again operated by a cooperative which has been established by the union. The cooperative undertakes its own repairs, does its own body spraying and the maintenance and repair of bus upholstery. As at the fishermen's cooperative, I was greatly impressed by the modern equipment (mainly from Sweden and Switzerland) available in the repair shops.

Talks on a closer association between

Before returning home via Dakar in the Republic of Senegal (to be visited again later by Bro. Hellal) Bro. Laan had talks with the General Secretary of the Sierra Leone Railwaymen's Union, one of the many new contacts made by the ITF representative during his extensive fact-finding tour of the countries of North-West Africa (Photo by Shell)

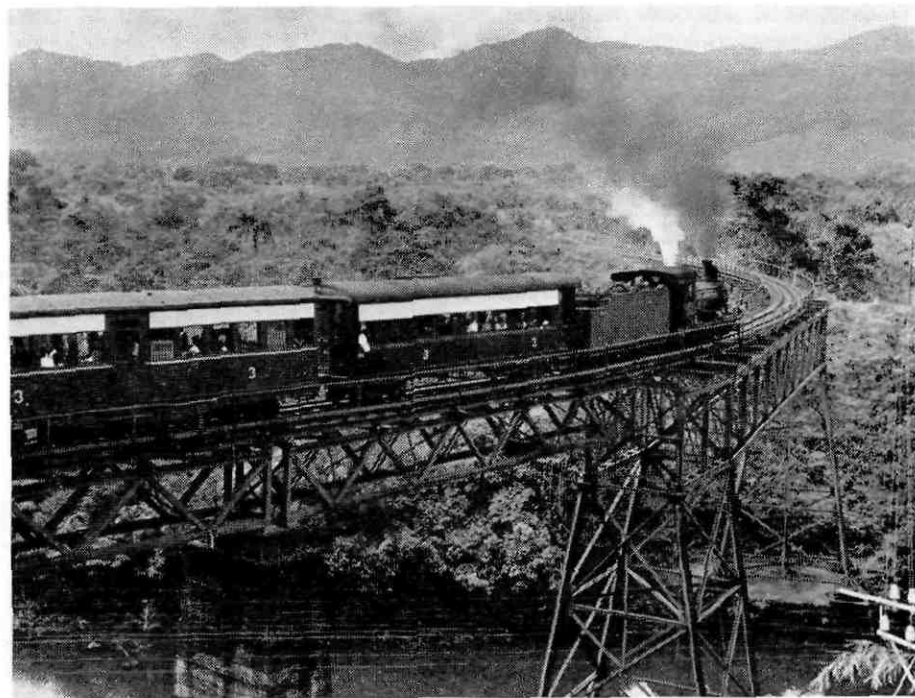


Monrovia, capital of Liberia, visited by the ITF Director of Regional Affairs on his African tour. Among the trade union delegation which met him were William S. Tubman Jr., President of the newly-formed Liberian Congress of Industrial Organizations. Liberian labour legislation goes back to 1934 and is far from being progressive. Liberian workers, however, are striving to create a modern industrial movement based on democratic principles

the Tunisian transport workers' unions also took place in Sfax and it was agreed that Bro. Hellal would follow these up on his return to Tunisia.

From Tunisia I went on to Tripoli, the capital of the United Kingdom of Libya. Libya, independent since 1951, is

composed of the three territories of Tripolitania, Cyrenaica and the Fezzan. Here my mission had a dual character. In addition to meeting the representatives of the ITF-affiliated Port Labourers' Union and other transport workers' unions, I was also anxious to dis-





Our photo shows Bro. Wonzie B. Boye Tugbeh, Vice-President of the National Maritime and Dock Workers' Union of Liberia. Although in its infancy, this union appears to have a promising future in spite of the difficulties it is working under at present. During his stay, the ITF Director of Regional Affairs addressed a large open-air gathering of union members in the village of Clara-town where he was given a hearty welcome by the many dockers living these

cover at first hand what effect the general strike of September 1961 and the subsequent arrests of trade union leaders had had on the free functioning of the movement there.

The situation is indeed a bleak one and assistance from the free trade union movement is urgently needed. The imprisonment of Salem Shita, General Secretary of the General Federation of Trade Unions, and other leading unionists has greatly inhibited trade union activity generally and, in addition, the emergency amendment of labour legislation during this period has had extremely unfortunate results for the further development of Libyan trade unions. Grave restrictions have been placed on the industrial freedom of railway workers, for example, and as a result their union has been virtually destroyed. Government workers as a whole have been forbidden to join unions and even our dockers' affiliate has been affected, as a quarter of its 800 members fall within this category.

In addition, the union's President, Haj Ali Nefesci, has had his docker's card withdrawn by the port authorities on government orders and is not allowed to enter the port area. He has even had difficulty in gaining access to the union's own office. The government has further attempted to set up a rival union and to persuade the dockers to elect a new

President in place of Nefesci, but has so far completely failed on both counts.

In general, one can say that in the present situation trade union activity is at a very low ebb, the administrative machinery of the unions has been badly disrupted and their finances weakened by the heavy cost of securing the release of their imprisoned leaders. The General Federation of Trade Unions has had to cease publication of its weekly newspaper, which has left it without a voice at a time when it is badly needed. The emergency amendments to the labour laws are now being discussed by a parliamentary committee (Parliament was in recess when they were introduced), but the fact that there are no longer any trade union representatives on the committee may well mean that they will pass into law.

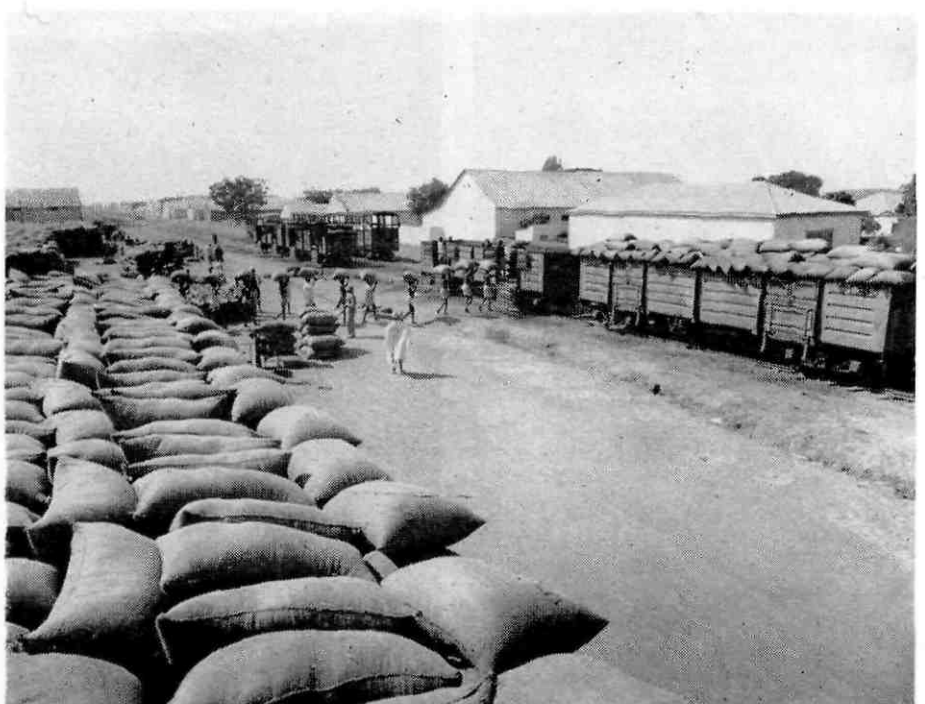
There are, however, some bright sides to the picture. The concrete help which the Libyan movement received from the free trade union movement during the worst period of governmental repression last year has opened their eyes to the emptiness of the claims made by the All-African Trade Union Federation and the Arab Confederation of Labour. Salem Shita, for instance, was Secretary of the Arab Section of the AATUF and

President of the Arab Confederation, but not a word of protest at his arrest was heard from either organization – nor yet from the Communist World Federation of Trade Unions. Only the free trade union movement, through the ICFTU, took action in the form of protests to the Libyan Government, international publicity, legal assistance, and an official complaint to the ILO. An ICFTU mission was also sent to make an on-the-spot investigation, but this was refused admittance by the Libyan authorities.

Immediately after my visit, a further letter of protest – with particular reference to the action which has now been taken against our own affiliate – was sent by the ITF to His Majesty, King Idris, the Libyan Prime Minister and the Minister of Labour. It is also likely that an ICFTU mission will visit Libya in the near future. Such assistance will be greatly welcomed by the Libyan trade unionists, as could be seen only too clearly from the warm reception given to the ITF mission.

A further ground for optimism is the talks which are now going on between representatives of the dockers, airport workers (of which two very good unions exist), road transport workers and taxi

Railway freight yard in Nigeria, the country visited after Libya. Here the ITF representative heard that the Nigerian government had just given its approval to the introduction of a proper decasualization scheme for dock workers. Whilst in Nigeria, Bro. Laan had long and fruitful talks with ITF-affiliated unions including those of dockers, motor-drivers and railwaymen. The latter recently reached agreement on a dues "check-off" scheme



drivers aimed at creating a single communication workers' union which will ask for affiliation with the ITF.

Although the situation is serious, therefore, it is evident that assistance and support from the free trade union organizations can do much to alleviate it and complement the efforts which are now being made by our Libyan Brothers to get on their feet again.

After leaving Libya and following a further short stop in Tunis for discussions, I travelled on to Lagos. Here I visited the ITF Regional Office and saw how effectively Bro. Nat Johnson of the Petroleum Workers' Union is supervising its activities pending Emile Laflamme's return from sick leave. Talks also took place with many of our own affiliates in Nigeria, including the dockers, the motor drivers, railwaymen and officials of the Railway Staffs Technical Union.

Brother Okon, General Secretary of the Dockers, Transport and General Workers' Union, told me of the success which had attended the amalgamation of his own original union with the Biney Dockworkers' Union, although an unexpected new battle had just developed as the result of the emergence of a group calling itself "The National Council of Dockers" which had appeared more or less out of the blue, equipped with loudspeaker vans and a propaganda line which betrayed the influence of the Ghana-based All-African Trade Union Federation. Shortly after I left Lagos, Bro. Okon was due to call a press conference at which he intended to publicly expose the activities of this group. Okon also informed me that governmental approval had now been given in principle to the introduction of a proper decasualization scheme for dock workers which will become effective within approximately two months.

Agreement has further been reached on the implementation, within the very near future, of a check-off system for the railwaymen and the railway unions are now facing the problem of collecting individual signatures from thousands of men throughout the country indicating that they wish to participate in the scheme.

It was also able to learn what the current situation is regarding the talks which have been going on between the ICFTU-affiliated Trade Union Congress of Nigeria (TUCN) and the AATUF - oriented Nigerian Trade Union Congress (NTUC) to explore the possibilities of a merger of the two organizations. It



The last leg of his itinerary took the ITF representative to Freetown, the capital of Sierra Leone. From conversations with leaders of the ITF-affiliated Transport and Allied Workers' Union he heard a story of good progress in organizational activities. He found conditions in which agreements between unions and management are an accepted feature of the industrial scene (Shell photo)

had become obvious in recent weeks that the NTUC was seeking an excuse to break off these negotiations and had produced as an extremely flimsy pretext a completely innocuous letter which was alleged to have been written by one US trade unionist to another, and had in some undisclosed manner got into the hands of the NTUC. According to the press statements which they had put out this was apparently designed to prove that there had been foreign influence in the affairs of the TUCN.

The position of the TUCN - which has been continually gaining ground in recent months - has been unaffected by these clumsy propaganda efforts. Its leaders have continued to work along sound trade unions lines and have left these kind of antics to the NTUC. Since returning home we have learned that the merger talks have been cancelled, but I am quite sure that public opinion in Nigeria is in no doubt as to which of the two organizations is responsible for this, just as it knows which is more interested in scoring cheap partisan points than in achieving genuine trade union unity.

From Lagos, my journey continued to Monrovia, the capital of Liberia, where I was met by a trade union delegation which included William S. Tub-

man Jr., the son of the Liberian President and President of the newly-formed Liberian Congress of Industrial Organizations, and Bro. Wonzie B. Boye Tugbeh, who is the Vice-President of the National Maritime and Dock Workers' Union. Both the CIC - which is affiliated to the ICFTU and has largely superseded the old Federation of Labour based on company unions - and the NMDWU are comparatively new organizations. The latter union, which caters for all groups of port workers and seafarers, has been in existence only since January 1960 and although thus still very much in its infancy seems to be an extremely promising organization. In addition to meeting with its officers, the ITF representative also had the opportunity of addressing a large open-air gathering of its members which took place in the village of Clara-Town in which many dockers live.

The union is working under great difficulties at the present time. Social conditions in the port of Monrovia are extremely backward, there is no agreement covering dockers and consequently there are no stipulations laid down as regards hours of work, overtime, or annual vacations. Rates of pay are also very low, the rate for dockers being only 10 US cents an hour.



Esparto grass is Libya's main export and our photo shows a cargo being loaded into the hold of a ship at a quay in the port of Tripoli. The emergency amendment of labour legislation in the country has had unfortunate effects in the Libyan trade union movement generally. Government workers as a whole have been forbidden to join trade unions. This also affects the ITF-affiliated dockers' union, a quarter of its membership coming under this ban by an anti-union government (a Shell photo)

There are, however, serious problems in other fields. Liberian labour legislation goes back to 1934 and is rather reactionary. Strikes in furtherance of industrial disputes are considered illegal and often even a rumour that strike action is being considered is enough to provoke government intervention. Bro. Tugbeh himself was arrested early last year and held for several weeks without any formal charge being made against him as the result of such rumours. Last Autumn there was a similar incident when the Government uncovered what it claimed was a Communist plot to overthrow it. Allegations were made that trade unionists were implicated in this and as a result Bro. Tugbeh was again arrested, together with the General Secretary of the cio, Lawrence Sawyer, its National Organizer and Arbitrator General. The Government tried to establish a connection between this alleged plot and strikes which had recently taken place in the country, but, as in the first instance, the detainees were eventually released without any charges having been preferred. Nevertheless, it was obvious that the arrests had created an atmosphere of fear among trade unionists and, in fact, the dockers' meeting which I addressed was the first public gathering to be held under union auspices since that period.

As in Libya, therefore, at first sight the climate seems to be unfavourable to trade union development. Under such circumstances, however, it is all the more encouraging that a real at-

tempt has been made by Liberian workers to create a modern industrial movement based on genuine democratic principles. The noticeable trend towards the establishment of new industries in Liberia, accompanied by large-scale foreign investment — particularly from Germany and Sweden — is likely to accelerate this process.

Before leaving Monrovia, I was interviewed by the local press and spoke frankly of the backward situation of the Liberian transport workers and of the difficulties facing democratic trade unionists working there. I also made it clear that the ITF and the free trade union movement generally would do everything within its power to aid the Liberian workers in their efforts to improve their situation.

The last leg of the journey took me firstly to Freetown, the capital of Sierra Leone, for two days. Conditions in Sierra Leone are a considerable improvement on those which I had found in Liberia. Statutory minimum wages have been established; agreements between unions and management are an accepted feature of the industrial scene; and there is an excellent system of arbitration and mediation under government supervision. The unions, too, are making good progress in their organizational activities, as became clear from my discussions with leaders of the ITF-affiliated Transport and Allied Workers' Union. A meeting with the General Secretary of the Railwaymen's Union led to a decision on his part to place the question of ITF affiliation before his Executive Committee later this month.

As in Liberia, the transport workers of Sierra Leone are much in need. *Dock scene in the port of Tunis. Whilst in Tunisia, Bro. Laan visited transport workers' unions, both affiliated and non-affiliated, discussing with them matters of trade union interest and exploring the possibilities of closer contacts between the railwaymen's, dockers' and road transport workers' unions*




of on-the-spot organization assistance from outside to aid them in their own very praiseworthy efforts. In a broadcast interview I stressed this once more, explaining at the same time the ITF's aims.

The final visit before returning home was to Dakar in the Republic of Senegal. My stay here was a short one but nevertheless, through the good offices of the General Union of Senegalese Workers (UGTS), I was able to make contact with the railwaymen's union and had an extremely interesting and productive meeting with their Executive Committee, at which a preliminary discussion on ITF affiliation took place. It was arranged that they would have further talks with Bro. Hellal when he arrived and also that the dockers and road transport workers would be asked to take part in a joint meeting with him. What I was able to see of the situation in Senegal made me very optimistic about the future development of democratic trade unionism there. The unions are apparently already taking considerable strides forward and their relations with the Government of the New Republic are excellent.

In general, I think that the ITF can be well satisfied with the results so far of this preliminary survey. In some countries, such as Liberia, this was the first visit ever made by an ITS representative and the reception which I received left me in no doubt as to their need for and appreciation of such missions. There is, naturally, a great deal of hard work to be done but now the ice has been broken, relations between the transport workers of North and North-West Africa and the ITF are likely to become both closer and more productive in the years ahead.

Lebanon's expanding merchant fleet


 SINCE 1954, when Lebanon's new legislation on maritime commerce came into force, the Lebanese merchant fleet has increased in size from zero to 173 ships. This development is due to the considerable facilities assured by the new legislation: freedom of registration, low taxes and liberal maritime regulations. The number of ships registered under the Lebanese flag during the first 11 months of 1961 was 62, totalling 600,000 dwt, as against 57, totalling 400,000 dwt, for the same period of 1960. Of these ships twelve belong to the Lebanese Maritime Society.

Round the world of labour



Our photo shows members of the committee set up by the Seafarers' Section of the Scandinavian Transport Workers' Federation to study and make recommendations on the harmonisation of maritime law in the four Nordic countries of Denmark, Finland, Norway and Sweden. They are (from left to right): Johan S. Thore (Sweden), Sven From Andersen (Denmark), Niilo Wälläri (Finland) and Gunvald Hauge (Norway) (Photo by courtesy of 'Ny Tid')


Scandinavian seafarers meet

 THE POSSIBILITY of harmonising the law as regards Scandinavian seamen received full attention at a meeting of the Seafarers' Section of the Scandinavian Transport Workers' Federation earlier this year. The Conference, at which the Federation's General Secretary, Johan S. Thore took the chair, decided to set up a committee to review the national maritime legislation of the countries concerned (Denmark, Finland, Norway and Sweden) and submit a report and recommendations on the basis of which uniform legislation applicable to all these countries could be initiated. The Committee would consist of members of the secretariat of the Federation together with a further member representing the Danish seafarers' unions.

The Conference also went on record in support of recommendations in the field of uniformity of maritime legislation affecting the Nordic group made earlier by the Nordic Council. It also considered the union representational position of Danish seafarers' unions on the national plane.

In connection with a recent incident in South Africa as a consequence of which a Scandinavian national was made the victim of a harsh Court sentence for infringement of the South African racial purity laws, the Conference decided to instruct the Federation's General Secretary to lodge a vigorous protest with the South African ambassador in Stockholm.

Cuban labour leader broadcasts to the American people

 ONE OF THE FOREMOST of Cuba's free trade unionists, who fled to the United States not long ago, recently gave an interview on an AFL-CIO sponsored radio programme. He was Vicente Rubiera, president of the National Federation of Telephone Workers of Cuba. Of the Cuban labour movement he said that it had become nothing more than an apparatus used by the state to control the workers. 'It is impossible even to think in terms of social conditions and working conditions there', he said. 'The Unions... are actually being used as police to watch and guard against the people of Cuba... Workers are forced to work twelve, fourteen or fifteen hours a day, and after they have put in a day like this they are forced to become police guards and members of the militia in the very industry in which they are working'.


Rubiera is a former member of the executive of the Postal, Telegraph and Telephone International. Not only has he been a great fighter for the workers of Cuba, having fought the dictatorships of Machado and Batista before that of Castro, but he is also one of the fathers of the free and democratic trade union movement of the Americas. Seven years ago he travelled through Latin America spreading the gospel of inter-union co-operation throughout the Western Hemisphere in order to affirm democratic freedom, further the improvement of working conditions and repel communism.

Rubiera was arrested last April, after

the American invasion of his country, in a general roundup of anti-Castro Cubans. He escaped however and fled to the Venezuelan embassy, whence he managed to get to Venezuela. He then went to the United States via Mexico and was given political asylum.


Rubiera expressed a personal belief that the freedom of the Cuban people cannot be restored without arms. He also expressed gratitude for the economic sanctions imposed by the United States against the Castro government and for the strong anti-Castro position taken by most of the Latin American nations at the Organisation of American States conference at Punta del Este.

ICFTU protest against possible association of Spain with the Six

 THE GENERAL SECRETARY of the European secretariat of the ICFTU, has sent a letter to the council of ministers of the European Economic Community drawing attention to Spain's request for the opening of negotiations on possible association and eventual integration with the Community.

The letter, which has the wholehearted support of the ICFTU, demands in the name of the free trade unions of the six countries that no encouragement should be given to Spain's application to join the Community.

Harrison warns against US anti-strike bill

 GEORGE HARRISON, President of the US Brotherhood of Railway Clerks, has described the anti-strike bill introduced in the US Senate last September as 'one of the most indefensible, drastic and dangerous ever to be laid before Congress'. The bill (he contends) was formulated as an amendment to the US anti-trust laws, but its real purpose is to outlaw effective strikes within the transport industry. The proposed legislation would make any strike by transport workers a crime unless it was by a single local union acting alone, or it had no substantial effect on inter-


state transport services. Strikers and those helping them would be subject to as much as \$50,000 in fines, one year in prison, or both. Senator John McClellan who brought in the bill has stated that its aim is to break the power of James Hoffa, head of the Teamsters, and Harry Bridges of the West Coast Longshoremen, but its result would be to deprive all transport workers of one of their most basic rights – the right to strike.

Harrison, describing the measure to the AFL-CIO Legislative and Economic Conference in Washington, warned that the bill was even more sweeping and punitive than it appeared at first sight. Its wording and the explanatory details given by its sponsor leave no doubt that the conduct which it prohibits also includes picketing, boycotts, refusal to patronize, placing an employer on an unfair list, and even legitimate restrictions on subcontracting.

'There is every reason to believe,' Harrison said, 'that if the effort to cover transportation is successful, it will be used as a vehicle to extend anti-trust laws to all union activities.'


'The stakes are high and we can expect the avowed enemies of organised labour to spare no effort to secure passage of a law which would put in a straitjacket.'

Union membership on New Zealand's railways

 IN NEW ZEALAND all railway employees must by law belong to a union. Recent amendments to industrial legislation, it was thought, might have made some alteration to the closed shop system prevailing on the railways, but members of the Amalgamated Society of Railway Servants were assured by their President, D. M. Kane, that the new changes in the act would have no effect on the system.


In fact the railway management is anxious that its employees should comply with the regulation. Reminders were sent recently to controlling officers of their responsibility to advise new employees that they are required to join a railwaymen's union and to check with the union that the employees have done so.

Spanish labour leader dies

 THE DEATH of Indalecio Prieto, member of the general council of the Spanish Confederation of Labour in Exile (UGT), is a great loss not

only to his own country's free trade union movement in its fight against tyranny but to the world of labour as a whole. Prieto had been one of the first socialist leaders to be elected to the Spanish parliament. He held ministerial office several times and was Minister of Defence during the civil war. He died in Mexico, where he had been in exile since Franco came to power.

Fewer casualties on Britain's railways in 1960

 DURING 1960, 145 railway workers were killed and 14,328 injured on Great Britain's railways. This is an improvement on the previous year, when 161 were killed and 14,408 injured, and is below the average figure for casualties sustained by railwaymen over the years 1956-60 – 157 killed and 14,861 injured. Official figures indicate clearly that the vast majority of fatalities and injuries suffered by railwaymen are the result of accidents caused by the movement of trains – accidents involving men occupied on the permanent way, shunting accidents and the like – and of non-movement accidents – those not connected with the movement of railway vehicles, but which happen on railway premises or involve railway equipment. Comparatively few come about through train accidents – collisions, derailments, etc. In fact, train accidents were responsible for the deaths of 6 railwaymen during 1960 and for 86 cases of injury, whereas in the year before they caused 8 deaths and only 55 cases of injury.

The number of train accidents has increased slightly from the 1959 figure, however, and accidents due to human error have also increased, but one heartening feature of last year's figures is that accidents caused by drivers passing signals at danger and by signalmen's errors did not increase. And those which did occur did not give rise to serious casualties.

The Medical Research Council have, at the request of the British Transport Commission, begun investigations into the problem of the human factor in railway accidents. The railwaymen's unions are maintaining their active co-operation and interest in these investigations.

By far the greater part of casualties to railway personnel are, as already indicated, sustained otherwise than in train accidents. The railwayman's job is such that he often has to expose himself to danger by walking or standing on the

line. And this is particularly so for permanent way workers and for those employed in shunting operations. During 1960, 123 railway employees were killed in movement accidents and 1,838 injured. Casualties resulting from shunting accidents increased slightly from 878 in 1959 to 895 although fatalities fell from 22 to 13.


Statistics do not indicate that the changeover on British Railways from the noisier steam trains to diesel and electric traction has been accompanied by an increase in accidents to staff on the permanent way. Forty-one employees were killed while working on the line as against forty-three the previous year. Casualties such as these are caused by inadequate look-out protection, lack of alertness on the part of the look-out man and lack of caution on the part of the individuals. Accidents to staff walking or standing on the line resulted in 54 fatalities – one in a tunnel, 34 happened in daylight. One accident involved a ganger examining the track in a tunnel. He did not know that single line operation had been introduced there, because the circular informing of this had not been delivered to him. He was taken unawares by an Up train approaching on the Down line.

Some of the casualties in the non-movement category were caused by electrocution from overhead traction wires. Regulations are in force forbidding men to climb up on to the upper parts of locomotives when on electrified lines. But electrification being new on some lines there were instances when the danger was forgotten. Three cases of injury and 3 fatalities arose in this way. A porter was injured when he was carrying a long article made of steel across a line and inadvertently made contact with the electrified wires overhead. In future such articles are to be carried horizontally by two men in all stations where there are overhead traction wires capable of causing death if contacted.


Although there was a slight rise in the number of train accidents in 1960, casualties sustained by passengers, railway employees and others were less than in the previous year. The total of casualties sustained on the railways as a whole in 1960 were 226 killed and 22,378 injured, considerably less than in 1959 when the figures were 231 and 22,877 respectively. It is as well to look at these statistics in perspective. Only six passenger deaths resulted from train accidents in 1960. This means one death in 261 million

passenger miles. Great Britain's railways are modernizing their equipment in the interests of safety. Modern all-steel coaching stock is being introduced more and more extensively. The Automatic Warning System of train control has not yet been introduced on such a large scale as might have been wished, but everything is being done in the way of improving safety precautions. Ultimately, however, the human element has to be relied upon, and it can be confidently expected that railwaymen will continue making the effort to meet the heavy responsibilities placed on their shoulders in this matter.

Officers in short supply in Israel


 THE TRAINING OF ISRAELI SEAMEN is lagging behind the rate of expansion of Israel's merchant navy. Under orders so far booked, 35 new ships will have been delivered by 1963, bringing the fleet of passenger and cargo vessels up to a round 100. At present 40 per cent of senior officers and 30 per cent of junior officers are foreign nationals. The shortage in Israel is not of candidates for the seafaring profession, although turnover in seamen is high as in all countries enjoying full employment, but of technically qualified men. The training programme having been stepped up considerably, it is expected that by 1967, from 85 to 90 per cent of the fleet's officers will be Israelis.

Turkish unions face new tasks

 THE PRIME MINISTER of Turkey, present at a recent assembly of the Turkish trade union federation, Türk-Is, assured the delegates that labour rights and social justice are not only no hindrance to the economic progress of the country but its most solid foundation.

The main topic of discussion at the assembly was the new tasks facing the trade unions following on the Turkish government's decision to implement the clause in the constitution establishing for the first time in the country's history the workers' right to free collective bargaining and to use of the strike weapon. It was agreed that steps should be taken to reduce the number of small unions by merging them into larger and more effective units and to increase substantially affiliation dues to Türk-Is.

Twenty-seven years of aid to seamen

 A REPORT HAS JUST BEEN ISSUED on the activities of the International Radio Medical Centre (CIRM)

during 1961. The CIRM, founded twenty seven years ago by its present president, Professor Guido Guida, is an organisation which provides medical attention to seamen needing assistance at sea.


During last year the CIRM received and dealt with 8856 medical messages, treated 1071 patients and carried out 27 air-sea missions. Communications are made in English, French or with the aid of a medical code book compiled by the CIRM and supplied to foreign ships.

Internationally the organisation has vastly extended its telecommunications services, particularly along the North and Central American coasts. This has been made possible through the co-operation of the US Coast Guard, which has allowed free transit for all medical messages passing through any of the coastal radio stations under its authority.

Apart from its direct medical services the CIRM has carried out a great deal of research through its Studies Section on the seaman's pathology and on the special conditions in which he lives and works. With the co-operation of several other maritime nations the Studies Section has undertaken international investigations of certain particular diseases.

During the twenty seven years of its existence the CIRM has assisted many thousands of seamen and saved many from a sure death. Professor Guida declared in his report that the humanitarian work which the organisation performs is of concern to all maritime nations and the more the CIRM is able to develop its services, the less will seamen suffer from inadequate medical attention while at sea.

Training scheme for dock supervisors


 THE FIRST SYSTEMATIC SCHEME in Britain for training dock supervisors was introduced on the part of Bristol early this year. The scheme has been worked out by the Port of Bristol Authority with the assistance of the National Institute of Industrial Psychology. On the advice of one of their experts, a training scheme has been devised through which chargemen — who directly control cargo handling operations — will take part in a four-week full time course, including practical instruction and experience on the quays and in the transit sheds.

Up to now new chargemen have learnt their job mainly by accompanying experienced supervisors until they picked up enough knowledge to carry on by themselves. Instead of this, volun-

teers for the job will now be taken through one of three courses worked out by an expert. One is for chargemen who are to be qualified to work in the general cargo section; the second for those who will work at the port's granaries; and the third for men whose duties will be on the docks' railway system. Later the Authority may introduce a preliminary two-day course in general subjects, partly to see which of the volunteers are likely to profit best by the full course.

There will not be immediate jobs as supervisors for all the men trained, as about eight will be instructed at a time, but those who complete the courses will return to their present jobs until suitable vacancies arise. One result which the training scheme may have is to encourage volunteers to come forward in greater numbers. The responsibilities and complexities of the chargeman's job often seem formidable to men who might otherwise volunteer but the Authority believes that the promise of systematic training before assuming responsibilities will prove to be an encouragement.

Automation in air traffic control

 THE BRITISH MINISTRY OF AVIATION is conducting a series of practical experiments in the possible use of automation in air traffic control. In order to help these experiments the Ministry has installed a Ferrani Apollo computer at the Oceanic Control Centre — which covers the North Atlantic area.

Eventually such computers could take over much of the clerical work at present done by traffic controllers. They could accept flight plans and departure plans filled by aircraft crews and print flight progress strips. All position reports could be accepted and distributed where needed, and controllers could be warned of potential conflicts, either due to developing traffic situations or to revised clearances.

A computer of this sort could automatically collect information on traffic, broken down into categories, routes and time intervals, so that more might be known about the nature of the traffic, its behaviour and the way in which it is being controlled.

To improve two-way communication with aircraft in flight the Ministry has been experimenting with a high power, very high frequency transmitter coupled to directional aerials and located at Mangersta on the Isle of Lewis. This has already demonstrated that a two-way link is practicable.

Ready for signature



The Inland Transport Committee of the ECE holding its annual session under the chairmanship of the Polish representative, Batowski. ITF Assistant General Secretary, H. Imhof, representing the ICFTU, which delegates authority to the ITF to act on its behalf in matters affecting transport is seen at the middle table (second from left, facing camera)



ON THE 19 JANUARY 1962, the last day of session of the Inland Transport Committee of the United Nations Economic Commission for Europe, an agreement of importance to ITF affiliates in Europe was drawn up for signing in the UN building at Geneva. This was the 'European agreement concerning the work of crews of vehicles engaged in international road transport', referred to here as the AETR (the abbreviation of its original French title). The agreement has had a long, eventful and sometimes dramatic history. The essential points contained in it were intended as an appendix to an extensive agreement, on which prolonged and difficult negotiations had been proceeding since 1950. Its basic points were formulated in 1954, at which time several governments signed it. Five ratifications would have been necessary but four were obtained, ranging from Greece to Norway. Pending further ratifications work was continued on this 'General agreement on economic regulations for international road transport in Europe' in order to add appendices on such matters as freight rates. At the end of 1960 it was abandoned. The only thing worth salvaging from the débris was appendix A. This had taken shape at a special ILO conference in 1951, but had to suffer some deletion later in the ECE. At the end of 1960 the Inland Transport Committee decided to make Appendix A into a separate agreement, now known as the AETR and open for signature until 30 June 1962.



The agreement is strict in the matter of daily rest time for drivers. One provision limits the time during which a driver may drive a vehicle in a day to nine hours, and he may not drive for more than five hours consecutively, i.e. without a pause of at least 30 minutes duration (ILO photograph)

The AETR does not regulate all of the important working conditions for drivers and drivers' mates in international road transport. Working hours are left to be agreed upon at a national level, but they also apply to crews outside their country of normal residence. Daily rest time, on the other hand, is strictly prescribed and must be given when the vehicle is stationary. It amounts to ten hours and must be given within the 24 hours previous to the driver taking over the wheel of his vehicle. With a one-man crew it

can be reduced to 8 hours once in a period of 7 days. In a two-man crew, if the drivers take over from one another, it can be reduced to 8 hours, in which case the period of 24 hours previous does not count, but one of 28 if there is no sleeping bunk, and one of 30 if there is one.

A further provision limits the time during which a driver may drive a vehicle in a day to nine hours, and he may not drive for more than five hours consecutively, i.e. without a pause of at

least 30 minutes.


A crew consisting of two drivers or of a driver and a mate is required for lorries and trailers of a certain combination and for coaches with twin-axled trailers of over 2.5 tons. This provision will not be enforced for a transition period of four years provided the journey extends no more than 180 miles across the frontier.

Of particular importance in the enforcement of the agreement and in the implementation of its provisions are the control measures. Here it is stipulated that every driver and co-driver must carry a control book in which the type of business must currently be entered. The control book was prepared by a special conference of experts of the International Labour Organization and thus remains the same for all signatories.

The agreement does not by any means satisfy the ITF in all respects. In our capacity as observers, and basing our action on rights accorded the ICFTU, we submitted numerous proposals which, however, we were not always successful in getting adopted. Nevertheless we regard this agreement as a great success for European co-operation within the UNO and as a great step forward in a field where regulation of conditions is an urgent necessity not only for social reasons but also in the interests of road safety.

Our thanks are due to governments and the secretariat of the ECE's transport section. We hope that a large number of signatures and ratifications will soon make the agreement an effective regulatory instrument.

Labour saving ship

 EARLY THIS YEAR the Glen Yard of William Hamilton & Co., Port Glasgow, Scotland, launched a self-unloading bulk cargo ship for operation on the Great Lakes services of the Hall Corporation in Canada.

It is the 385 ft long 'Halifax' the design of which has been concentrated on speedy loading, transferring and unloading of bulk cargoes. The special equipment of this ship will enable cargo to be placed on the quay at the rate of 2,000 tons per hour anywhere within a distance of 200 ft from the ship's side.

On a normal trip it should be possible for a 9,000 ton cargo to be loaded, transferred and discharged and, after a return voyage in ballast, a further 9,000 tons shipped, all within 24 hours.

*Ernst Borg
General Secretary
of the Danish General Workers Union*



Profile of the month

WHEN BROTHER ERNST BORG, General Secretary of the Danish General Workers' Union, was elected to the Executive Committee of the ITF at the Vienna Congress of 1956, he was already well-known to a great many of the 'regulars', having been an active participant in the affairs of the Road Transport Section for some years and a member of the Section Committee since 1952. In his own union he had been in charge of the affairs of its transport group since 1949, but strangely enough it was in another section of the transport industry that Ernst Borg began his career.

He spent his early youth in seafaring but later, finding that type of work unsatisfactory on health grounds, he turned to land employment and worked first in agriculture and then at a variety of jobs in Copenhagen. It was here that in 1926 he was elected to his first trade union post, as shop steward representing his fellow workers employed by the Danish Co-operative Societies. From then on he worked his way steadily up through the union hierarchy, serving different sections of the membership. In 1936 he became chairman of the Warehouse Workers' group in Copenhagen and three years later was elected to serve on the union's national executive committee. At the end of the Second World War Ernst Borg was appointed to his first full-time post with the General Workers' Union as an assistant secretary, and four years later, following the resignation of Peder Poulsen, he was provisionally appointed secretary of the Transport Workers' group. This appointment was confirmed by ballot at the next national conference of the Union.

From this brief account of his career it is clear, therefore, that Ernst Borg's activities have ranged over a very wide field within the sections of organized labour covered by the General Worker's Union. As a result, of course, he is personally acquainted with a large number of the union's representatives throughout Denmark. His calm and unruffled disposition, his patience and tolerance, and above all his competence and the sympathetic insight into the workers' problems which he has acquired during his years

as a trade unionist have combined to win him the friendship and respect of the many people with and for whom he works. And these qualities are certainly appreciated too by his opponents at the bargaining table where he represents his members' interests.

His easy-going personality and even temper are among his greatest assets. His colleagues at the union's head office find him approachable and easy to get on with. The consequent friendly atmosphere does not fail to ensure loyal co-operation and can but redound to the advantage of the union members whose interests he has served for so many years.

Brother Borg is essentially a practical trade unionist. It is against his nature to look at any problem from a dogmatic point of view and he is always willing to listen to opinions different from his own. This flexibility can be traced to the wide variety of fields in which he has worked, which a less adaptable man would undoubtedly have found too great a strain.

Not so Ernst Borg, however, who continues his unflagging efforts in the interests of the Danish General Workers' Union who in him have found one of the most capable officers with which their union has been endowed. It is, of course an exacting task but one which, in spite of his advancing years, he carries out with characteristic vigour. On 2 March this year Ernst Borg celebrated his sixty-fifth birthday. His many friends in the Danish and international trade union movements thank him for his most valuable work in the past, and wish him well in the work ahead.

Accident and disability compensation in Canada



Under the guidance of remedial gymnasts, patients at the Rehabilitation Centre gradually strengthen injured muscles in the resistance room. Throughout Canada Compensation Boards finance similar rehabilitation courses for disabled workmen (photo from 'Canadian Labour')



THE FIRST LEGISLATION laying down the principle of compensation for the victims of industrial accidents in Canada was passed in the Province of Ontario in 1915, and was modelled on existing British and German legislation on the subject. The basic principles of the Ontario statute were in turn incorporated into the compensation laws of the other Canadian provinces. A special commissioner had been appointed by Ontario in the previous year to look into the question of employers' liability for industrial accidents, and it was as a result of his report that the province's compulsory scheme was enacted with effect from 1 January 1915, with 14,000 companies contributing.



Discharge day. These ex-patients are on their way home and back to work. The average length of stay in the Rehabilitation Centre is about 43 days. The Ontario Board has made two short documentary films about its extensive rehabilitation work (photo by courtesy of 'Canadian Labour')

In the years following the introduction of the Ontario Workmen's Compensation Act, other provinces passed similar legislation and by 1931 virtually the whole of the country was covered. A Federal Act covered compensation for employees of the federal government, which provides benefits on the scale prescribed by the act of the province in which the worker is employed. Seamen not covered for compensation by a particular province are provided for under the Merchant Seamen Compensation Act.

Financing for the various functions of the provincial compensation boards is obtained in two ways. The most common is a percentage levy on an employ-

er's payroll based on the hazards of the particular industry and occupation involved – the more hazardous the industry, the higher the assessment. The second approach is for an individual industry, such as the railways and public utilities, to practise a form of self-insurance and meet the actual costs of compensation and rehabilitation incurred by its employees.

In Ontario, Canada's most heavily populated and industrialized province, the Workmen's Compensation Act covers approximately 100,000 employers with about two million employees. The Act, like others of its kind in Canada, is administered by a Board whose function

is to determine what the employer must pay and what the injured workman is to receive. The Board studies evidence in the presentation of claims; decides whether compensation is justified or not; pays out compensation benefits; and also provides and supervises medical and rehabilitation services. The funds necessary to carry out these functions are derived by the first of the two methods mentioned above, i.e. from a levy on employers in the form of an assessment based on payroll and accident experience. Money collected in this manner creates an accident fund out of which all expenses are paid, except for a separate sum paid by employers towards administrative expenses. The purpose of this fund is to relieve employers of individual responsibility in paying out compensation benefits. No supporting funds are received from either Provincial or Federal Governments.

Industrial economic growth during recent years has witnessed a very sizeable influx of completely new business and industry, an important increase in work force, considerable improvement in business practices and methods of production, improved medical and surgical skills, improved accident prevention methods and other factors, all of which

have had an influence on assessment rates made on the various classes of business and industry which are liable for contributions towards workmen's compensation.

Merit of experience rating is a method whereby a firm may be rewarded or penalized on assessment according to the relationship of its accident experience to that of the group to which it has been assigned for assessment purposes. It might best be described as a system of debits and credits to individual firms which adjust the rate for each firm from the normal rate of assessment which has been charged uniformly to all firms in that group. The basic idea of such a scheme is to encourage accident prevention efforts without departing significantly from the basic principle of collective liability for accident compensation.

Compensation for industrial accidents and disease has been extended over the years to provide more than the simple payment of cash benefits. Retraining programmes and provision of rehabilitation facilities are either provided directly – as in Ontario's Rehabilitation Centre at Downsview, Toronto – or are financed by Workmen's Compensation Boards throughout Canada. This process

The 'foreman' here is an occupational therapist, who supervises outdoor exercises to help patients retrain and strengthen muscles. Such rehabilitation courses do much to minimise the effects of occupational accidents and diseases (photo by courtesy of 'Canadian Labour')

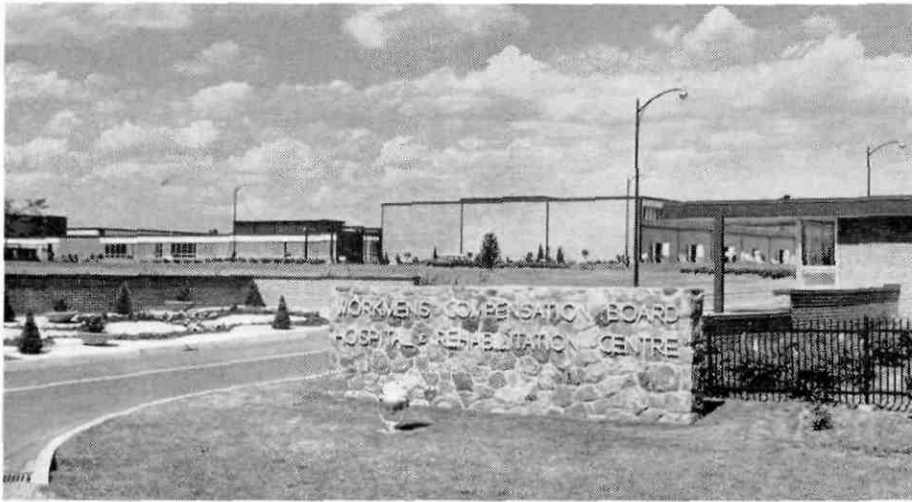


Water therapy at the Downsview Hospital and Rehabilitation Centre is used extensively to provide patients with the mild resistance of water while they perform remedial exercises to help them on the road back to a full life (photo by courtesy of 'Canadian Labour')

of rehabilitating workers who have suffered injury or disablement is a feature of the Boards' functions which will probably grow in importance with the advance of medical science.

Through collective bargaining, the labour movement has been able to improve to some extent on standards of compensation laid down in provincial laws. It is not uncommon for collective agreements, for instance, to provide for payment by the employer of the difference between compensation payable through the Workmen's Compensation Board and full pay for the duration of an employee's disability. And it is largely through the efforts of provincial federations of labour that benefits paid by the Compensation Boards have been improved and extended over the years. In Ontario, for instance, compensation has been increased from 66²/₃ per cent of average earnings (up to a maximum of \$2,500 per annum) to 75 per cent of average earnings, to a maximum of \$5,000 per annum). Widows' and dependents' monthly compensation has been increased in the last ten years \$50 per month to \$75 per month, and benefits for dependent children have risen from \$12 to \$25 per month, but the unions are still not satisfied that these amounts are anywhere near sufficient to ensure an adequate standard, of living to a widow with children.

At the present time the labour movement is campaigning for a more liberal interpretation of the world "accident". As things stand now, all Compensation Acts are considered "accident" laws, and all argue that "personal injury by accident arising out of and in the course of employment" must occur before compensation is payable. An accident is de-



The entrance to the Ontario Workmen's Compensation Board's Hospital and Rehabilitation Centre at Downsview, a suburb of Toronto, situated on a 65-acre plot. About 4,200 patients are treated here every year for their injuries (photo by courtesy of 'Canadian Labour')

defined as a "wilful and intentional act, not being the act of the workman", or "a fortuitous event occasioned by a physical or natural cause". A claimant must therefore show and prove by witness that an accident has occurred, and medical evidence must be submitted indicating that disability was present for a period of more than four days before compensation payments can be made.

The labour movement feels that a less rigid interpretation of these regulations is necessary, particularly in cases of strains and sprains which, although often not the direct result of any accident, do in fact arise directly out of the work a man is engaged upon and in many cases lead to long periods of disablement which under present arrangements do not qualify for compensation payments. As a result of union pressure one province has liberalized its definition of the word "accident" and the relevant clause in its Compensation Act now reads "disablement arising out of and in the course of employment". This permits payment to persons who have severe strains and sprains as a result of regular work, without the necessity for proof that an accident occurred.

One other field of Workmen's Compensation needs administering somewhat more generously, in the opinion of all the unions. That is the case of disability compensation payments, where the Board compiles a schedule of specified injuries or mutilations with corresponding estimated percentage losses in earning capacity. The schedule is supposed to be used as a guide in determining the compensation payable in per-

manent disability cases, but instead of being used as such it often happens that the "guide" becomes a rigid rule to be followed blindly. For example, a man with a back injury which prevents him from doing his regular job might be rated as 10 per cent disabled. But this rating, while it might be fair if the back injury were taken in isolation, is totally inadequate when it is remembered that the man's arms and legs need a strong back if they are to be employed to full advantage. The labour movement therefore feels that more careful account should be taken of all the circumstances relating to disability when compensation payments are being worked out.

Crime in the air

IF AN ITALIAN were to murder a Frenchman in an Indian plane flying from New York to London, he would be able, technically, to leave the plane scot-free at the airport. In practice, of course, he would be detained under some pretext, but this would not be legal.

An imaginary situation such as this illustrates the confusion caused by any crimes committed on aircraft in flight. There is at present no international law of the air. It is with this in mind that a legal sub-committee of the International Civil Aviation Organization has been meeting in Montreal. The intention is to draw up an international convention to deal with crime committed in the air. The incentive towards an agreement on this matter was given by members of Interpol and by the United States gov-

ernment, alarmed at the occurrence of aircraft "hi-jacking".

Interpol members believe that the commander of an aircraft should, by international agreement, be given police powers, making him responsible for the prevention of crime in the air, investigating crimes reported to him and handing over fugitive criminals.

A new fishing nation

ISREAL HAS NOW MADE HER ENTRY into deep sea fishing. A full crew of Israeli seamen, engineers and fishermen recently returned from Norway sailing their country's first deep sea freezing trawler. Their employer, the Atlantic Fisheries Company formed last year, acquired the vessel, had it lengthened and fitted it with a deep freezing unit capable of - 48 degrees C. and refrigerated holds of approximately 450 cu.m. capacity.

A full hold was obtained during a fortnight's fishing in North West African waters. The ship, named *Azgard*, has an overall length of 184 ft. 10 in. and a beam of 28 ft. 1 in. It has accommodation for a crew of 36. Atlantic Fisheries are ordering another deep sea freezing trawler as a sister ship for the *Azgard*. They intend to extend their operations into the Red Sea and Indian Ocean.



The deep-sea trawler 'Azgard' which has recently returned to Israel from a fishing trip to Norway. Equipped with a deep freezing unit and refrigerated holds, and manned by an all-Israeli crew, the *Azgard's* first trip marks Israel's debut as a fishing nation. The owners, Atlantic Fisheries now intend to order another deep-sea freezing trawler as a sister ship for the *Azgard* (Photo supplied by 'Fairplay')


News from the Regions




Kenya workers plan co-operatives

 THE KENYA FEDERATION of Labour and the Israeli trade union federation, Histadrut, are to co-operate in launching a series of enterprises to be run by and for the workers of Kenya. The plans, announced on 1 February by Tom Mboya, KFL General Secretary, include the setting up of consumer co-operative stores to be managed by the KFL on a profit making basis with members contributing as shareholders and benefiting from the profits. In addition a national health scheme for workers is to be instituted, a construction company to be formed and a KFL press to be set up. Mboya declared: "We intend to give the worker a greater sense of being part of the KFL".

Public transport handed over to private enterprise

 THE PUBLIC TRANSPORT services of Buenos Aires, including the underground, are to be offered for sale to private enterprise concerns by public tender. It is expected that the liquidation of the publicly owned transport company, authorised by the Argentine Government, will have been completed by the end of October. Under the new plans for the services buses are to replace trams and trolleybuses.

Pension scheme for Trinidad dock workers


 LABOURERS, stevedores, coopers, watchmen, tally clerks and allied workers in employment on Port of Spain's wharves have been contributing since the beginning of February to a new pension-insurance scheme which has been worked out for them under Government supervision by their union, the ITF-affiliated Seamen and Waterfront Workers' Trade Union, in conjunction with the Trinidad Shipping Association which employs the men.

The new scheme will supersede the old gratuity fund system from which workers employed before February 1962


will also benefit. Under the new scheme workers may retire at the age of 55 but are obliged to do so by 65. Employees and management each pay in 5 per cent of an employee's salary to the fund.

When a worker dies his dependent receives £520 plus a monthly payment from the fund. In the case of death by accident the dependent receives £1,040 plus the monthly payments. A worker suffering total disability gets £520 with monthly payments and for partial disability he gets £320 with monthly payments. Special provision has been made for workers still in employment of the Trinidad Shipping Association who are over 60 years old.

Dominican workers successful strike

 RECENT DISTURBANCES in the Dominican Republic which point to the Dominican people's determination not to be subjected again to the kind of dictatorship they suffered under Trujillo have included strikes by many sections of the working population. And these strikes have not had a purely political purpose as might be expected. The ITF Latin American Regional Office reports that in Santo Domingo a strike of port workers affecting more than five thousand workers has resulted in an agreement on better working conditions between the shipowners and the National Port Workers' Federation, which has been endorsed by the Secretary of Labour.


Small breach in apartheid

 THE DURBAN (South Africa) municipality has successfully resisted rigid race segregation on its buses. As a result of a ruling by the South African Supreme Court the buses this year will convey passengers of all races, although the doctrine of apartheid continues to be enforced to the extent that all these vehicles will have separate sections for whites and non-whites.


The municipality had applied to the Supreme Court, calling on the govern-

ment-appointed local transport board to show cause why licenses should not be granted free of apartheid restrictions which would have meant separate buses for whites and non-whites. Now the board has been ordered by the Court to renew certificates free of any condition for the conveyance of all races. Pietermaritzburg last year successfully opposed similar apartheid measures.


Congo unions appeal for reconstruction

 IN A BROADCAST APPEAL to the public, the Congolese trade union federation FGTK regretted the chaos into which the country had been plunged after independence. The great expectations of the people had not been fulfilled, unemployment had increased and purchasing power gone down. Sickness and famine had arisen in some parts of the country. FGTK stressed its faith in the country's present national leadership, urging a national reconciliation to solve the nation's social problems. 1962 should be a year for reconstruction.

German seminar for African trade unionists

 TRAINING COURSES given at the Bergneustadt high school of the Friedrich Ebert Institute in Western Germany have been attended by some twenty trade unionists from 15 different African countries. On 31 January a lecture was given on the history and activities of the international free trade union movement by Herbert A. Tulatz, ICFTU Assistant General Secretary responsible for education, women and young workers' problems. Stefan Nedzynski, ICFTU Assistant General Secretary in charge of the organisation department, lectured on ICFTU policies in Africa.

Workers run the trams in Lima


 THE LATIN AMERICAN REGIONAL OFFICE OF THE ITF, Fernando Azaña, is at present attempting to find a solution to the serious problem facing the leaders of an ITF-affiliated union, the

Peruvian Federation of Drivers, Conductors and Allied Workers. Our affiliate took over the management of the Lima tram system after the company went bankrupt and abandoned this important public service.


The Lima trams, which are very old and in poor repair, carry a large proportion of the passenger traffic travelling between the city centre and the suburbs. Buses and other vehicles account for the remainder of the passengers. As no better means of public transport exists, the trams have come to provide not merely a necessary but a quite indispensable service. The tram workers, whilst protecting their own interests and their source of employment, have been gaining experience and are now in full control of operations.

The solution advocated by the ITF is the creation of a cooperative or similar organization, in which the workers will hold shares as well as receiving better salaries. It should be remembered that, besides carrying the burden of keeping the service going, the workers have had no pay increases for more than three years. Bro. Azaña, in a statement to the Peruvian press, expressed his conviction that, given new equipment and the necessary technical assistance, the union-run service will overcome its difficulties and be able to distribute dividends for the benefit of the labour movement as a whole. Negotiations have already started with North American trade unionists who may help with the acquisition of 100 shares which at the moment are held in Washington, D.C.

Trade Union mission to West Africa

 LYDERIC BONAVENTURE, General Secretary of the National Union of Haitian Workers in Exile, left Brussels at the end of January on a mission to West Africa which he is undertaking for the ICFTU. His business, which will take him about six months, will be to make contacts and to give advice and aid to trade union organizations in Upper Volta and neighbouring countries.

ORIT protest at Castro government's treatment of trade unionist


 A RECENT PRESS STATEMENT ISSUED by the Interamerican Regional Organization of Workers (ORIT) of the ICFTU protests in the strongest terms against the Cuban government's treatment of Brother Francisco Aguirre Vidaureta, leader of the Cuban Food Workers' Union and one of the chief

executives of the democratic Cuban national centre. Brother Aguirre, who has worked all his life in defence of the workers' interests and rights, has been the object of constant persecution since the Castro revolution in Cuba. He was first arrested in the spring of 1959, but was released since he could not be convicted of any crime. Later he was again detained as he was preparing to leave Cuba secretly, and sentenced to nine years' imprisonment.

Since that time Francisco Aguirre has been kept strictly incommunicado. He is not permitted to receive food from outside nor to receive medical attention although his health is poor. Those few political prisoners who have been able to see him in his cell say that he looks extremely ill, and that he must certainly have been badly treated.

Brother Aguirre has been a member of the ICFTU Executive Board and was the first general secretary of ORIT. His international trade union work has won him the respect and friendship of many people throughout the free world. ORIT has protested against his treatment by the Cuban government to the United Nations, to the UN Human Rights Committee, to the Organization of American States and to the International Red Cross, and is asking for support for this action from the whole of the international free labour movement.

Uruguayan centre's plans for 1962


 THE GENERAL SECRETARY of the Uruguayan Trade Union Confederation (CSU), Brother Juan Antonio Acuna, has announced his organization's programme of activities for 1962. In the capital, Montevideo, the CSU intends to redouble its activities in the three most important sectors of the national economy and consequently of the labour movement: the refrigeration industry, the port industry, and the capital's transport system.

Seafarers and port workers will form the object of an intensive organization and unification campaign, whilst city transport workers, who have already had some notable successes, will also pursue their trade union work with renewed vigour.


Meanwhile, in the country districts the work of organization and establishing regional trade union machinery is to be continued. Complementing these activities, the CSU proposes to set up a Permanent Trade Union School which is an urgent necessity to counteract igno-

rance and the false indoctrination to which the workers are subjected. The School will concentrate on providing training courses for union officials and giving background instruction on fundamental national and international problems.


Labour college for Latin America

 AN INTER-AMERICAN institute for labour studies has been inaugurated in Mexico, sponsored jointly by the ICFTU and ORIT. Its main purpose will be to train trade unionists to provide educational courses for the workers of their own countries. The new college will also be giving instruction in methods of organizing workers. Two pioneer courses lasting eight weeks each will be held first of all. The courses will all be given in Spanish.

Japanese unions meet


 THE JAPANESE NATIONAL trade union centre, Zenro, held its annual convention recently in Tokyo. Some 400 delegates attended. Zenro's membership, it was announced, had risen by 20 per cent during the previous year. Delegates to the convention agreed upon a policy of concerted action for 1962. This included wage increases and improvements in wage structure; measures to counteract the adverse effects of rationalization; structural reorganization of Zenro and the strengthening of ties with the ICFTU. President Takita and general secretary Wada were voted into office once again.

Okinawan labour scores a victory

 THE OKINAWAN trade union centre has finally, with the help of the ICFTU, succeeded in having a restrictive labour law repealed. The law required official recognition of a union before it could negotiate. This law, which contravened the ILO convention on freedom of association, was a boon to anti-union employers and had done a great deal to hinder the organizing of workers into free and democratic trade unions.

The next issue of the ITF Journal will cover the months of May and June and will be numbered 5-6.

A sociologist looks at a fishing community

 TO THE MAN in the street and to many others (particularly writers of popular novels) the fisherman is a tough, hard-drinking, hard-swearing, romantic figure who does a difficult and dangerous job, is full of prejudices and superstitions, and does not rate very high in the social sphere. This 'myth of the noble savage' is commented on in the author's introduction to a new book entitled 'The Fishermen' (by Jeremy Tunstall, published by McGibbon & Kee at 25s.), which puts one British fishing community – that of the North-east port of Hull – under the microscope of sociological study. Mr. Tunstall makes it clear that he considers the 'noble savage' attitude to be both nostalgic and paternalistic. He is equally definite about his own position – 'I am on the side of the fishermen'.

His findings indicate that although there is of course some truth in the popular picture of the fisherman, it is nevertheless a superficial one which takes very little account of the reasons why the fisherman is what he is. Many of his 'characteristics' can, it is clear, be explained by the sheer concentration of his life – and this applies just as much to his life ashore as to his life at sea.

The work itself, for example, is many times harder than can be imagined by those who enjoy regular hours and comparative comfort ashore. On the fishing grounds it is a commonplace for a man to be working eighteen hours a day for ten days on end in Arctic weather and heavy seas. The sheer lack of sleep alone would be a factor to be reckoned with even if one were carrying out the lightest of tasks – and a fisherman's work is certainly not that. There is in fact a continual succession of heavy, monotonous jobs – preparing for the catch,

the fishing itself and the inevitable stint of gutting and storing which follows it – and all of them are a hard grind in foul weather from which there is no escape until the fishing is over.

Back in port, life is easier but there is still the same concentration. The period spent at home is a short one (the average fisherman is more like a lodger than the head of a household) and all the relaxation and rest which the fisherman gets has to be crowded into it. His pay is received in a lump sum and what he spends on himself has to be spent in a couple of days. If he is a drinking man, he will naturally do his drinking during the same short period (drinking aboard ship is possible but rarely happens after the first two days out – there just isn't time for it). The same applies to his relations with women, for the closed all-male community of a fishing vessel has one thing in common with a monastery – its enforced sexual ab-



Fishermen snatching some rest in port after unloading the catch. Those who enjoy regular hours and comparative comfort in shore jobs seldom appreciate the hardship, discomfort and constant strain which fishermen have to endure. It is not unusual for a man to work eighteen hours a day for ten days on end in foul weather with none of the diversions which make monotonous or exhausting shore jobs bearable. And yet many fishermen prefer to work at sea

stinence. It is thus all too easy for the fisherman to acquire a reputation among his fellow-citizens ashore as a hard drinker or as sexually promiscuous. The reputation is of course a completely unjustified one which arises from the nature of his work. Most fishermen probably do not drink any more over a given period than the average shore worker; nearly all of them are good family men.

Perhaps one of the most intriguing questions is why men go fishing at all when they could stay ashore. The work has such obvious disadvantages that one would expect either the rewards to be proportionately high or recruitment difficult. In fact, neither seems to be the case in Hull. Mr. Tunstall does indicate that high earnings in the industry are considered by the men themselves to be part of the attraction, but he also points out that this is very largely a case of self-deception. Annual earnings are indeed higher than would normally be paid to an unskilled (read 'untrained') worker ashore employed in what is basically a casual occupation. If, however, one relates them to the excessively long hours, the hazards of the work and the often terrible conditions under which it is performed, then they tell a very different story.

There is a similar paradox when one turns to recruitment. Many (perhaps a majority) of Hull fishermen would definitely discourage their own sons from going into the industry and indeed spend a great deal of their time complaining about conditions in it. Nevertheless, they themselves generally either continue fishing or feel unhappy and unsettled if they give it up for a shore job. At the other end of the scale, in Hull at any rate, there seems to be no shortage of young boys entering the industry.

Therefore, although the illusion of high earnings (which is probably less of an illusion to the fishermen themselves than when it is expressed in cold statistics) obviously plays some part in keeping men in the industry or attracting them to it, one still cannot find a wholly satisfactory answer to the problem. Mr. Tunstall himself is in fact forced back into an attempt to explain the paradox in what are very largely psychological terms, although his theories are no less plausible for that.

The young entrant, he suggests, is also attracted to fishing because it gives him an opportunity of displaying his virility and of proving to others that he can

hold his own in a real man's world. The job may be much more physically exhausting than he thought, he may be thoroughly miserable during his first few trips, but there are still great compensations when he comes back to port. Unless he has been a complete failure, he is accepted by his older colleagues as one of themselves, he shares their relaxations and their experiences ashore. This, as Mr. Tunstall points out, is unlikely to happen to a young lad apprenticed to a shore industry. When one adds to this the fact that he has considerable more money in his pocket than his shore counterpart and can tell stories of the strange world of the fisherman, the psychological attraction of the job is easy enough to understand.

For the older fisherman, as for the older man in any job, there is the apparent safety and predictability of a life which has become familiar and therefore friendly. Mr. Tunstall puts it like this: "On a trawler if you do your work you always know where you are with the other men. The actual faces change, but the things they say, the language they use, and the rôles their particular jobs force them into remain the same. This accounts for the fact that some men find, despite the extremely long hours, a curious sense of relaxation on a trawler. There is never an unexpected psychological challenge".

In addition, as we have already seen, the older fisherman realizes that although his apparently high earnings are achieved at great personal cost, his actual take-home pay is better than he would be likely to receive in unskilled shore employment. That in turn means that his family's standard of living is geared to his earnings in fishing and would consequently suffer if he left the industry.

Mr. Tunstall, as an intelligent man, is of course well aware that one is often forced into generalization when attempting to analyze the feelings and motivations of any group of human beings, however cohesive that group may appear at first sight. He makes it abundantly clear, in fact, that there may be marked differences in the attitudes of individual fishermen to their life and work. The successful skipper does not think in the same way as his less successful colleague (in fact they often encourage their sons to follow in their footsteps). Nor does the deckhand who once had the ambition to become "the man in the glass case", but never achieved it. In the same way, the radio ope-

rator, the engineers or the cook may have a totally different outlook from their colleagues out in the weather on the deck.

All these varied factors – and many others – are brought out in Mr. Tunstall's book, although the main emphasis of his study is on the ordinary deck-hand. Nor does he claim that his own findings are the last word on the subject or that they are necessarily applicable to fishermen as a profession. What he has done is to take a community that he knows and has lived in, to subject it to close scrutiny and analysis, and to draw his own conclusions. In doing so, he has produced a fascinating and very readable account of the past and present of a little-known industry and the people who live by it. His sympathy for the subjects of his study emerges very clearly, even when he is criticizing them, and fully justifies his claim to be on the side of the fishermen.

(Continued from page 96)

competitive. Without them there would be no transport at all.

Pipelines lack the flexibility of tanker transport. Tankers can be moved to any trade routes on which they may be required, can carry any type of oil, and are able to cope with the varying seasonal demands for the transport of oil.

Pipelines – even when operating at full capacity – are at a disadvantage in competition with ocean-going tankers for transport over equal distances.

Even when the pipeline route is substantially shorter than the alternative sea route, and provided large quantities of oil are to be transported over a fixed route for a long period, large tankers are still more economical than pipeline transport, but when in particular cases small and medium-sized tankers are used pipelines can compete on a ton/mile basis with ocean transport.

The existing and projected pipelines in Western Europe will on the one hand involve a certain saving in tanker transport by shortening the sea route, but on the other hand make oil more competitive with other sources of energy and thereby increase the demand for oil and create bigger tanker requirements.

Of the pipelines outside Western Europe only two are likely to constitute a real competition to tankers by shortening the transport distance, viz the pipe-

(Continued on page 92)

Young railwaymen in friendly rivalry

by HANS IMHOF,
Assistant General Secretary



Altogether a crowd of over 100 young people had assembled for the contests. Snow conditions were excellent, the run on the Kreuzegg slope had been prepared to a high standard by untiring young volunteers attending the GdED's young railwaymen's meeting

THE RECRUITMENT and care of its young members is in many countries among the chief concerns of the trade union movement. Young people who every year leaving school and begin earning their living have their own problems. They are in a sense apprentices, whether they are subject as such to special legislation and contracts or simply enter a trade as young workers. Work and the workshop atmosphere, statutory and contractual regulations and – last but not least – the union and the way it functions are all new to the youngsters. Who better to show them the way than the union and its officers?

Looking after the young trade unionist varies a lot from country to country. Often it is the national trade union federation which undertakes the central planning and puts schemes into operation, individual unions restricting themselves to providing training courses in their own field of activities. In other countries, as in Germany and Austria, youth work proceeds from the unions themselves in which traditionally it occupies an important place. In the two unions of the Federal Republic affiliated to the ITF, the German Railwaymen's Union (GdED) and the Public Services and Transport Worker's Union (oetv), this work is planned and directed centrally by special youth sections and is based on programmes drawn up expressly for this purpose by the chief executive bodies of these unions. In both cases efforts have been made for some years to arrange international youth meetings which will give young people the opportunity of acquainting themselves with general problems and trade union affairs in other countries. The ITF often

helps on these occasions by sending invitations to its affiliates so that as many participants from as many countries as possible may be brought together.

Besides actual schooling, leisure activities are also an important part of youth work. Sport occupies an important place here. Hiking, mountain-climbing, swimming, football, skiing and such-like activities constitute a pleasant balance to the rigorous educational programme. And here too the tendency towards "internationalism" seems to be gaining ground. So at least it seemed to us when we had the occasion recently to attend one of these sport meetings.

For myself, a keen mountaineer and skier it was an obvious thing to do to accept the GdED's invitation to proceed from a meeting in Frankfurt and attend as a guest the 9th international skiing contest for young railwaymen held on 3 and 4 February in Hammersbach. Arranged by the GdED's youth and industrial training section, on this occasion the meeting (which has already become a tradition) was intended to be some-



Talks on the subject of the unions and the young were given at an evening social during the contests by (left to right) Hans Hartmann, GdED youth secretary, Rudi Bühler, a member of the executive secretariat of the GdED, Hans Imhof, ITF representative, and Fritz Prechtl, Vice-President of the Austrian Railwaymen's Union

thing more than a competition between German and Austrian railwaymen as had been the case hitherto. Young railwaymen were expected from France, Switzerland and Luxemburg. Unfortunately the difficult conditions prevailing in France prevented our friends from the Railwaymen's Federation (FO) from devoting themselves to the task of building up a team, and the Luxemburg delegation had to withdraw from the downhill race owing to lack of snow this winter giving them insufficient opportunity to train. The Swiss Railwaymen's Union on the other hand sent a very strong team from their youth group which had been formed but a few months ago. Altogether a crowd of over a hundred young people had assembled in the GdED's magnificent training and recreational centre at Hammersbach near Garmisch-Partenkirchen on the day before the downhill event. Snow conditions were excellent, the run on the Kreuzegg slope had been prepared to a high standard by untiring young volunteers, so that not even the snow which began to fall could dampen spirits.

The Saturday's and Sunday's downhill races went off without a hitch, and an occasional fall called for no attention to any injuries. The general trend noti-

ceable in skiing this winter was also seen at this young railwaymen's meeting: the winners in all three age classes of the boys' events were Austrians, the ladies' event was won by the only Swiss woman competitor, while the Germans held the ascendancy in the team events.

Competitors and guests met on Saturday evening for a social preceded by talks on the subject of unions and the young given by Brothers Rudi Bühler, as representative of the union executive, Hans Hartmann, as GdED youth secretary, Fritz Prechtel from the executive of the Austrian union, and the writer on behalf of the ITF. Stage shows, and singing and dancing brought the evening to a close.


Gold, silver and bronze medals for the three winners in each class and other prizes in the way of skiing equipment and books highlighted the prize-giving ceremony which a heavy fall of snow did not prevent a large crowd of onlookers from gathering to watch. During the short speeches the wish was expressed that the next meeting in Austria in 1963 might see visitors from other countries taking part in this friendly contest of young skiing enthusiasts from the railways.

A last song marked the end of an occasion which left the writer with an enduring impression of the sense of orderliness and spirit of comradeship displayed by these young people, who, for all their youth and enthusiasm for sport, are still first and foremost trade unionists and railwaymen.



Brother Imhof is seen congratulating the winner from the youngest class of entrants. Gold, silver and bronze medals for the three winners in each class and other prizes in the way of skiing equipment and books highlighted the final prize-giving-ceremony

Accidents at level crossings

 THE GERMAN FEDERAL RAILWAYS have altogether 36,000 level crossings. In the financial year 1960 there was a total of 619 railway accidents at level crossings. Of these 619 accidents 91 occurred at crossings with barriers; 35 of these were the fault of the crossing keeper, while 571 of the accidents were caused by the road user. In 1960 crossing barriers were damaged in a total of 1737 cases; in 37 of these the damage was attributable to negligence on the part of the crossing keeper and in 1,700 to the road users.

16,000 level crossings are provided with barriers and 1900 with flashing light installations. The German Federal Railways spend in the region of 225 million DM (£20m) per year on the upkeep and renewal of these installations including the servicing of the barriers.

Over and above this, large sums are being devoted to the further raising of safety standards at level crossings. For 1962, 72 million DM (£ 6,600,000) have been set aside for this purpose. These amounts are to serve for look-out improvements at level crossings and for the construction of train warning devices. The latter give the crossing keeper, beside the conventional train warning, an additional warning which is automatically set off by the approaching train as it rides over a rail contact.

The success of these measure is evidenced by the following figures:

1. Over the past nine years it was possible to do away with 4,200 level crossings.
2. Over 2,000 flashing light devices have been installed at crossings which had not before been provided with any safety installations.
3. Over the past five years 640 of the above mentioned train warnings devices have been installed.

The German Federal Railways intend by 1970 to do away with a further 3,000 level crossings and to install 3,600 more flashing light devices, mainly at crossings which have not been provided with safety installations.

The elimination of level crossings is, however, becoming more and more difficult, as more and more construction work for bridges and underpasses becomes necessary. To eliminate, as planned, 3,000 level crossings will cost the Federal Railways some 325 million DM (£28,800,000). Around 215 million DM (£19m) will be needed for flashing light installations.

(Continued from page 90)

line system – under construction – in the Eastern European countries and the Trans-Arabian pipeline.

There are a number of factors which have an important impact on tanker demand: the increase in world oil consumption (which has shown a continuous upward trend not likely to be reversed in the foreseeable future), and the change, already noticeable, in the pattern of the oil trade. This has come about mainly as a result of the increase in oil production in or in close proximity to some of the principal oil-importing countries. Two other factors which have an important bearing on the question of tanker demand are: the rising export potential of the USSR and the nature of the restrictions placed on the import of oil by USA.


Pipelines - are they a threat to tankers?



This picture shows a section of the Rotterdam-Rhine pipeline under construction near Venlo in the Netherlands. This 180 mile long, 24 inch line built to take crude oil from Rotterdam to refineries in the Ruhr and Rhineland, together with the Wilhelmshaven-Ruhr line is expected in time to bring an increase in oil traffic to the North Sea ports (SHELL photograph)



The loading of the oil at Baniyas, the Iraq Petroleum Company's pipeline terminal on the Syrian seaboard, is done off shore. Sealine gangs board the tankers and connect a flexible pipeline; a signal is given to the shore station and loading operations begin (IPC photograph)

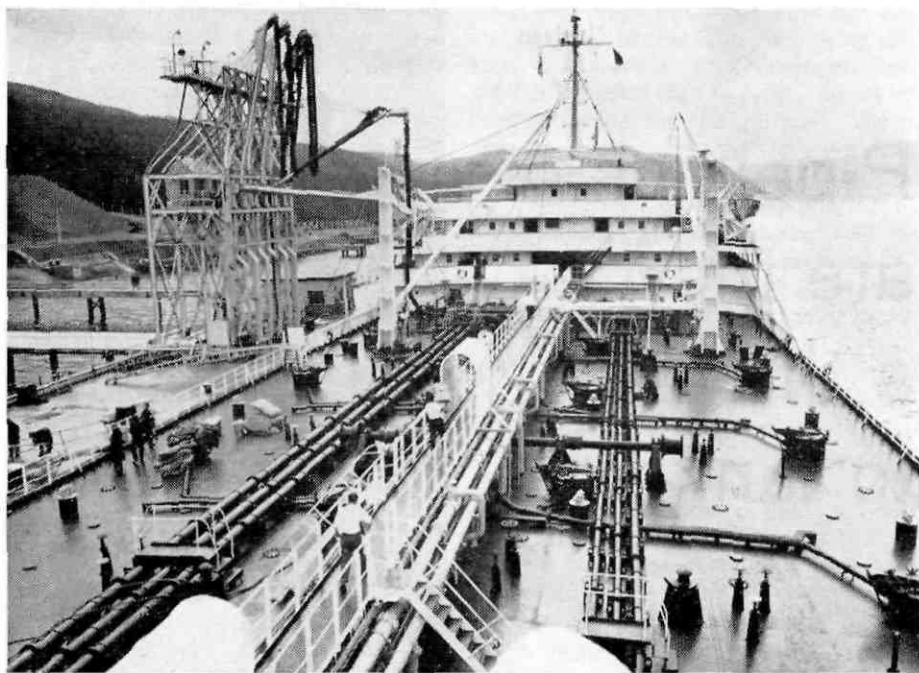
 AT THE END OF 1959, the Maritime Transport Committee set up a Restricted Group to study and report on the effect of the use of pipelines on the transport of oil by tankers. The Organization for Economic Co-operation and Development subsequently published the Group's report in a booklet entitled 'Pipelines and Tankers'. The following is a summary of the substance of this booklet. It may be recalled that the December 1961 issue of the ITF Journal contained an article on pipelines entitled 'Pipelines in Europe' in which we attempted to convey a picture of pipeline development in Europe and indicate its possible impact on conventional forms of transport. Our article gave prominence to possible effects on inland waterway, road and rail transport.

With oil representing nearly one half of the total tonnage carried in seaborne trade, and with tankers accounting for one-third of the world's shipping afloat, any major shift in the method of transporting oil, implicit in the construction

of pipelines, must be of significance to the tanker trade and those who sail the tankers. The OECD booklet (here summarized) assesses the nature and extent of pipeline development and its possible impact on tanker traffic. Even at full capacity pipelines are, generally speaking, at a disadvantage with ocean-going tankers in transportation over equal distances. A tanker of 30,000 dwt can be operated at considerably lower overall costs per ton/mile than a large diameter pipeline. First of all pipelines require an appreciably higher investment capital per t./m. than do tankers. Construction costs for tankers have not increased perceptibly since 1957, but the costs of building an oil pipeline are twice or even two and a half times as high. Pipeline costs are financial charges, i.e. amortisation of equipment and interest on invested capital; energy costs; maintenance costs; and personnel expenditure. In addition, there are royalties payable to the authorities of the countries whose territory is crossed by the pipeline in question. By far the greater part of these costs is represented by the financial charges. They account for 65 to 80 per cent of total operational costs. Costs which vary with the capacity to which the pipeline is used, such as electricity charges, amount to a mere fraction of the total. The pipeline has to be used to full capacity to operate economically. When it is not being used to



The Iraq Petroleum Company's pipeline, running from the oilfields of Northern Iraq to Baniyas on the Syrian coast, was completed in 1952. This 30 inch diameter line provides overland transport for the IPC's oil where tanker transport could not be used as an alternative: an instance of co-ordination rather than competition in oil transportation (SHELL photograph)



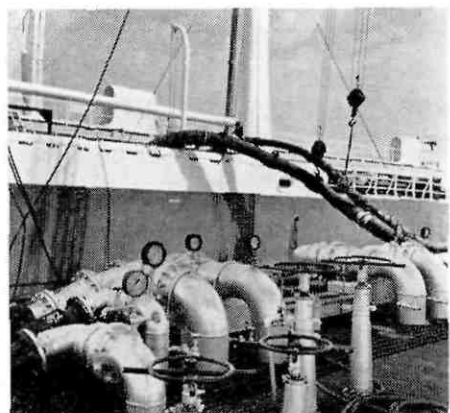
full capacity costs per ton of throughput rise steeply, e.g. more than doubled when used at 25 % of ultimate capacity.

Only comparatively short pipelines of large capacity can compete with tankers – and then only with small or medium sized vessels. Even when a pipeline is considerably shorter than the sea route taken by a tanker it cannot compete with the large capacity of a super-tanker. Tankers have several advantages over pipelines. In the case of tanker transportation costs decrease with the distance rather than with the tonnage loaded, whereas the distance covered does not account for any great saving in pipeline transport, the costs of which decrease according to volume of throughput. A great virtue of the ocean tanker is flexibility of movement. Tankers can be moved to any of the trade routes, where they may serve more usefully. They are better adapted to cope with seasonal fluctuation in the movement of oil and they can carry any type of oil. Pipelines are permanent fixtures and cannot be adapted to the changing patterns of trade. Their construction is dependent on the stability of markets and must be based on broad forecasts as to the regular flow of oil over a particular route for many years ahead.

Of the two types of crude-oil pipelines those which co-ordinate ocean-going tanker transport and are complementary to it, and those which provide alternative overland routes to the longer

A 42,000 ton oil tanker, 'British Duchess', discharges crude oil at the British Petroleum Company's ocean terminal at Finnart on the west coast of Scotland. The oil is put through a pipeline to the refinery at Grangemouth on the Eastern seaboard. The longer tanker voyage through the Channel and up the east coast of Great Britain is thus shortened considerably as a consequence of pipeline construction

sea routes taken by tankers – the former are in the majority. Their function is to carry supplies of crude oil from the producing area to the tanker ports or from the discharging ports to inland



Large capacity super-tankers, which are admirably suited to the transportation of crude oil in the large quantities needed, are coming into their own in conditions where the loading of smaller quantities of oil products from refineries in the producing areas to the market countries is no longer required (Photograph by courtesy of BP)

refineries situated in the consuming areas. The growth of these pipelines, far from competing with tanker traffic, is creating an increasing demand for more tankers, by reason of an ever faster and more efficient flow of oil to and from the ports. Such pipelines have been laid in the producing areas of North Africa, the Middle East and the Caribbean area, in the consuming areas of Western Europe to link the ports with the big industrial regions, and in the United States where oilwells, refineries and markets are often so located as to rule out transportation by tanker.

The growth of the Western European oil market has led to the establishment of oil refineries within the big industrial concentrations and the laying of pipelines to transmit the supplies of crude oil from the discharging ports. Two northern pipelines (Wilhelmshaven-Ruhr and Rotterdam-Rhine) with an initial annual capacity of 9 and 8.5 million tons respectively, are expected to bring a vast increase in the volume of crude oil passing through the North Sea ports, and thus in the oil movement to these ports and in tanker requirements.

The refining capacity (present or planned) of industrial concentrations such as the Paris and Ruhr regions involves the importation in large quantities of crude oil from overseas markets.

A 480 mile long 34-inch pipeline (planned to link processing plants in the Karlsruhe-Strasbourg area and in Bavaria to the Mediterranean port of Lavera and with an initial capacity of 10 millions tons rising to a maximum capacity of 30 millions tons a year) will substantially shorten the supply route for bringing supplies of Middle Eastern and North African crudes to the new inland refineries in France and Germany. The round trip from the Persian Gulf to Lavera via Suez is some 3,500 nautical miles shorter than to a North Sea port. The shortening of the supply route to the consuming area in this way would imply a reduction in demand for tanker capacity equivalent to 20 T2 vessels (16,000 dwt) and of 60 T2's by the time maximum throughput had been achieved. This is always assuming that

Shore loading at Mina-al-Ahmadi, Kuwait. A pipeline similar to the Trans-Arabian Pipeline, offering alternative transport to that by tanker, has been planned to serve fields in Saudi Arabia, Kuwait, Iran, Iraq and Syria. Its construction would mean that a large number of tankers would be released to carry oil or other routes (a BP photo)

the area served by the pipeline would otherwise have been supplied through the North Sea ports.

A similar project (the 625-mile 28 inch pipeline to link Genoa with refineries in Northern Italy, Switzerland, Austria and Southern Germany, with a capacity of 16 to 18 million tons annually) is also expected to lead to an increase in the import of crude oil via nw European ports. The transport of oil to the Mediterranean ports and then on by pipeline, would represent a bonus rather than a loss to tanker requirements if (as is contended) a part of the oil carried by the southern pipeline system is due to an increased demand for oil and so, but for this, would not have been carried by tankers to North sea ports at all.

The effect of existing and planned pipelines in Western Europe is however far less important than the change in the supply pattern resulting from the new sources of supply in North Africa.

The Middle East is by far the most important source of supply for Western Europe's crude oil needs. Since 1960, however, appreciable quantities of oil from the Sahara have been appearing on the French market. Although this oil is less suited to European needs (which

are in general for heavy oil as industrial fuel), it is not impossible that an exchange may take place of Saharan oil, or products derived from it, between Western Europe and other markets where there is a demand for this type of oil - the United States, for example. Such a development would give rise to an increased use of tanker transport.

The proximity of the Saharan and Libyan producing areas to the Western European market and the facility of supply created by the proposed pipelines linking the Mediterranean discharge ports with the inland consuming areas, and the loading ports of North Africa with the producing areas, are going to weigh heavily in the favour of North African oil as a substitute for the supplies of crude traditionally obtained from the Middle East and Venezuela. The two Libyan pipelines, linking the oilfields of Zelten and Dahra with the Mediterranean ports of Marsa el Brega and Sirte respectively, have not yet been completed but the two 24-inch pipelines joining the oil wells of Hassi Messaoud and Edjeleh in the Sahara to the Mediterranean ports of Bougie and Skirra respectively are already in operation. If the movement of North African oil on Europe results in a reduction of im-



ports from the Middle East and the Caribbean then the demand for tanker transport will decrease correspondingly. If crude imports into Western Europe increases by 40 million tons over the three years 1960-62 and if a quarter of this total were obtained from the Caribbean and the remaining three quarters from the Middle East, then the additional trade would absorb tanker capacity equivalent to around 290 τ 2 vessels. If on the other hand 20 million tons of these imports were brought in instead from the North African oilfields there would be a saving in tanker capacity of something like 80 τ 2 equivalents. On the assumption that the increase in oil imports will be of this order, the demand for tanker transport will be increased by 200 to 210 τ 2 equivalents.

In the Middle East pipelines are the only practical means of transporting crude oil from the inland oilfields to the loading ports, particularly so in Iraq. The oil is piped to ports either on the Mediterranean or on the Persian Gulf. Pipelines of the Iraq Petroleum Company and the Mosul Petroleum Company connect the oilfields of Northern Iraq with the Mediterranean ports of Banias and Tripoli while the Basrah Petroleum Company's pipeline links the oilfields of Southern Iraq with the port of Fa'o on the Persian Gulf. These systems are complementary to ocean-going tanker transport. The trans-Arabian pipeline, however, a 30-31 inch diameter pipeline, built to carry Saudi-Arabian crude oil from the Persian Gulf to the Mediterranean port of Sidon, offers an alternative route to the 3,300 mile tanker voyage around the Arabian peninsula and saves Suez Canal dues. Early in 1960, the TAP was operating at half its capacity, partly owing to the low tanker freights prevailing at the time. A similar pipeline is planned in the same area to serve fields in Saudi Arabia, Kuwait, Iran, Iraq and Syria. The project has been approved by the Arab League's Petroleum Department. The construction of this pipeline would mean that a large number of tankers would be released to other routes.

Apart from this proposed Pan-Arab line, the TAP, and an Israeli pipeline providing an alternative route to the Suez Canal, the pipelines in the Middle East are not competitive with tanker transport but co-ordinate with the tankers thus creating employment for them.

The most extensive network of pipe-

lines anywhere in the world is in the United States which have, according to statistics published in 1959, some 205,000 miles of crude oil and products pipelines. In that country oilfields, refineries and markets are often so situated that inland transport is the only possible means of carrying the oil. Of the total US oil traffic in 1955 - including exports and imports, transport from port to refinery and vice-versa and transport from refinery to market - 66 per cent based on ton/miles was accounted for by ocean going tankers. The bulk of the remainder was provided by crude oil pipelines. Around 70 per cent of the American flag tanker fleet operates on the route between the Gulf of Mexico and the East coast ports, a trade from which non-American flag vessels have been banned by the United States Maritime Acts. This route is the principal area of competition between tankers and pipelines in the US. Before the second world war 90 per cent of crude oil from the Gulf destined for the East coast was carried by tankers. During the war, however, oil was transported largely by pipelines for economic and strategic reasons and during this time a large diameter pipeline was constructed between Longview (Texas) and Phoenixville (Pennsylvania) which could compete with the tankers more effectively than the smaller pre-war pipelines. But the appearance after the war of super-tankers of 30,000 dwt enabled the tanker traffic again to compete effectively with pipelines. Pipelines are the most efficient means of transporting oil across inland routes where no alternative sea routes exist, but on the Gulf-East Coast route it is undoubtedly the tankers which have the advantage.

Canada, in 1960, had a total of 10,300 miles of crude oil and products pipelines. The main ones are the crude oil lines linking the Western Canadian production areas with the consuming regions. The biggest, the Interprovincial Pipeline, transports supplies of crude from Edmonton (Alberta) to refineries in the province of Ontario and the Trans-Mountain pipeline takes supplies westward to Vancouver in British Columbia. In the refineries east of Ontario, however, foreign crudes are mainly used which are brought by tankers to the east coast, one pipeline existing which transmits supplies to the Montreal processing plant. But Canada's national oil policy has set a specific target for Canadian oil production to be reached by

1963. This will imply a considerable replacement of foreign oil by Canadian produce and thus reduce the demand for tanker transport. But it is not expected that the markets depending on the Atlantic coast refineries, which use foreign crudes exclusively, will be radically affected by this.

International seaborne oil transport accounts for about 40 per cent of the world's oil consumption. West Europe makes the heaviest demands on tanker tonnage, being totally dependent on supplies brought in from other areas. Consuming only 17 per cent of the world's oil, Western Europe uses 46 per cent of the tanker tonnage in operation. The United States on the other hand, being self sufficient for a large part of its supplies, consumes 46 per cent of the oil but uses only 37 per cent of the active tanker tonnage. Oil producing areas in South and Central America outside Venezuela are still in the early stages of development, but when the Latin American consuming areas become self-sufficient in their production there will be an accompanying decline in the demand for tankers. This may be offset by trends in the oil trade in the Eastern Hemisphere. Demand for oil is notably increasing in India, the Far East and Australia, bringing with it a corresponding increase in tanker requirements. The most salient tendency in seaborne oil trade in recent years, however, has been the increased importation of crude oil in large quantities into the consuming areas. Large capacity super-tankers, which are admirably suited to the transportation of crude oil in the large quantities needed, are coming into their own in conditions where the loading of smaller quantities of oil products from the refineries in the producing areas to the market countries is no longer required. The smaller vessels which were suitable for this job may now be more profitably employed for the re-exporting of products from the new refineries over short distances to nearby consuming areas.

Summarizing, the following conclusions may be drawn regarding the effects of pipelines on the transport of oil by sea: in certain cases pipelines are a necessary complement to tanker transport, in others they function as an alternative form of transport and compete with tankers by substantially shortening the route. The former (constituting the major category) are not

(Continued on page 90)

International Transport Workers' Federation

General Secretary: P. DE VRIES

President: R. DEKEYZER

7 industrial sections catering for

RAILWAY MEN
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
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