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Head Office: Maritime House, Old Town, Clapham, London SW4

Telephone: Macaulay 5501-2

Telegraphic Address: INTRANSFE

Branch Offices: ASIAN OFFICE — 143 Orchard Road, Singapore 9

TOKYO OFFICE — Kokutetsu Rodo Kaikan, 1, 2 — chome,
Marunouchi, Chiyoda-Ku, Tokyo

AFRICA — 85, Simpson Street (P.M.B. 1038),
Ebute Metta, Nigeria

LATIN AMERICA — Apartado 1250,
Lima, Peru

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Helsinki	25 July- 4 August 27th Biennial Congress

Comment

Shutting the bull in the china shop

The recent wave of strikes in Spain, triggered off by the Asturian miners in April but quickly spreading to other industries and parts of the country, once again highlights not only the miserable plight of the Spanish workers but also the ineptitude of the Franco régime. As usual, it issued the customary number of grave warnings, made the usual number of arrests with threats of more to come and arranged a sufficient display of armed power to discourage any excesses (we doubt that any were contemplated). All this was topped by Franco himself in a speech in which he laid all the blame for the labour troubles on Communist-inspired agitators, priests and Basque separatists. Meanwhile a number of the strikers had already reached agreements with employers guaranteeing some improvements and were back at work.

What a sorry business this all is! And what a sorry figure is cut by the Generalissimo when he emerges from retirement to give utterance to such profundities!

The truth of the matter is simply that Spain is a country with labour troubles the same as any other. The difference is that most countries have democratic machinery which — even if it creaks at times — allows for orderly processing of industrial grievances and wages movements. In Spain, however, a country run by a tired general exercising powers under an outward creed, it is tantamount to *lèse-majesté* to have any kind of grievance about working conditions. And it definitely is a crime to do anything about it. It says little for the stability of a régime when industrial disputes are thus artificially blown up to such proportions. What, in everybody else's home would be a mouse in the larder, in Franco Spain, turns out to be a bull. It's a bull of Franco's own making, however. 'Any form of liberalism', he said in his speech, 'would open the door to Communism.'

With that, he shuts the door firmly on the bull in his own china shop. Since he has it securely by the tail, we imagine he has the situation fully under control. Other, with more regard for the crockery, will be keeping an eye on the bull.

ITF Executive Committee meets in London



AT ITS MEETING in London on 11, 12 and 13 April the Executive Committee of the ITF discussed, among other things, repressive actions taken by the government of Libya against the country's democratic trade union movement; the political situation in the Argentine Republic and its possible repercussions for the trade unions; and the cease-fire agreement between the French government and the provisional revolutionary government of Algeria. The full text of the resolutions is as follows:

Resolution on Trade Union Rights in Libya

The Executive Committee of the ITF, meeting in London from 11 to 13 April 1962,

Having considered reports on the repressive action initiated by the Libyan Government against the country's democratic trade union movement following the general strike of September last, including the arbitrary arrest of union officials; the passing of reactionary emergency legislation which restricts trade union freedoms; and refusing union officials, such as the General Secretary of the ITF-affiliated Port Workers' Union, access to their members' place of work in order to prevent them from performing their trade union duties;

Having learned also that an international trade union delegation, which included the General Secretary of the ITF and which had intended only to investigate trade union conditions in Libya, was refused admission to the country on the pretext that this would involve interference in Libyan domestic affairs;

The Executive Committee of the ITF strongly supports the protests which have been made by the ICFTU to the International Labour Organization regarding both the unwarranted interference by the Libyan Government with the free functioning of the trade union movement there and its refusal to provide facilities for bona-fide representatives of the democratic international trade union movement to enter its territory; and

Urges the Libyan Government to take immediate steps to remove all restrictions on the trade union movement which are incompatible with its membership of the ILO and to re-establish conditions in which the Libyan unions and their democratically-elected officials may freely carry on their legitimate activities.

Resolution on the Situation in Argentina

The ITF Executive Committee, meeting in London from 11 to 13 April 1962:

Disturbed by recent events in the Argentine Republic where anti-democratic elements are seeking to regain power, and noting that the united forces of democracy represent the overwhelming

majority of the Argentine people;

Urges the democratic forces, which are now divided into various political groups, to set aside their differences and to unite in the greater interest of the nation,

Profoundly regrets the circumstances which led to constitutional order being threatened by a military movement seeking to set itself up as a ruler of the nation, and

Believes that this government should take the greatest possible care to safeguard legality and to act at all times in accordance with the democratically expressed will of the Argentine people.

The Executive Committee further emphasizes that the recent history of the Argentine Republic has clearly demonstrated that a strong and independent trade union movement provides the best possible safeguard for the continuance of a democratic way of life and also the most effective defence against totalitarianism;

It therefore declares its determined opposition to any action by the present government which could result either in a weakening of the Argentine trade union movement or in restrictions on its freedom of action.

The Executive Committee finally reaffirms its continuing vigorous support of the Argentine free trade union movement in general and the ITF's affiliates in particular, as well as its determination to support any steps taken by its affiliates to prevent the emergence of a new dictatorship in Argentina.

Resolution on the Algerian Cease-Fire Agreement

The ITF Executive Committee, meeting in London from 11 to 13 April 1962,

Records with great satisfaction the conclusion of cease-fire agreements at Evian;

Welcomes the end of a war between two peoples whom nothing can or should separate;

Expresses the sincere hope that a strong free trade union movement will develop in the new Algeria for the achievement of social justice; and

Wholeheartedly endorses the resolution adopted by the ICFTU on the signing of the cease-fire agreement.

Land transport in the Tunisian ten-year plan

by H. IMHOF,
Assistant General Secretary.



THE TUNISIAN GOVERNMENT has recently published a report on the prospects of economic development in its Ten Year Plan for 1962 to 1971. A special section of the report is devoted to transport, for which four principles governing policy on rail, road, sea and air transport are laid down. These are:

- to provide the rapidly-developing Tunisian economy with the means of transport and communications which it needs now and will need in the future;
- to further the development of the economically backward regions and endeavour to bring the northern and southern areas of the country up to the same level;
- to take account of the complementary nature of the different branches of the transport industry and their coordination in order to avoid excess capacity, duplication of effort and wastage;
- to ensure proper communications between the various regions by building up the postal, telegraphic and radio services.

During the years since independence, the road network has been augmented by 15,575 km, of which about 6,000 km are concrete asphalt roads. 20 million dinars have been set aside for further road-building during the Ten Year Plan.

The proposals on road transport are very interesting. According to the report, the industry is run partly by a few big companies, and partly by a large number of small family businesses; this leads to inefficiency, which in turn is detrimental to the economy as a whole. From the technical point of view the existence of many different makes of vehicle is regrettable, since it means that spare parts are hard to come by and necessary repairs are held up. Only large businesses are in a position to carry out rational maintenance of their vehicles and thus ensure the regularity and safety of transport operation. From the social point of view, the existence of so many firms stands in the way of an effective control over the observation of regulations, although the staff employed by large concerns are protected against infringements by staff representatives who make sure that laws and agreements are observed. For all these reasons a reorganization of the road transport industry is essential. This should lead to a greater standardization of equipment, a better utilization of operating and maintenance personnel and to the provision of a sufficient stock of spare parts. These aims are to be achieved through the creation of a national road transport association consisting of regional branch organizations. In each department of the country, a society or company would be founded which would take in all the transport undertakings existing in that area. The Ten Year Plan has set aside 2.2 million dinars for the extension of parking facilities. Finally, the whole reorganization would of course be conducted within the context of the coordination of rail and road transport.

The greater part of the 2,060-km-long

railway network is controlled by the state. There are in addition two companies, the first running the Tunis suburban railway and the second in the centre of the country. All the railway lines - with the exception of the Tunis-Algiers Line - have narrow-gauge track. The whole system is single-track and, from the time of its construction until the founding of the state railway after independence, had seen no improvements. Since that time, however, large sums of money have been made available for improvements in the permanent way and rolling stock. The government estimate an increase of 10 per cent per annum up to 1967 in passenger traffic, after which the rate of growth will level off at about five per cent annually. They are even more optimistic as regards goods transport, estimating a growth of five per cent up to 1963, 10 per cent up to 1967 and thereafter of 15 per cent per annum - and this does not include bulk goods transport. The latter's rate of expansion depends on the discovery of further mineral resources, but it is estimated that its volume will double over the ten-year period. In order to make the most of this form of traffic it is necessary to modernize the railways, both with regard to the permanent way (for instance in the laying of double track) and also by bringing the rolling stock up to first class condition. Modern signalling and shunting equipment and centralized rail traffic control will have to be introduced if the industry is to develop in a rational manner. The investment envisaged for these purposes is 7.3 million dinars. Finally, the government intends to bring pay scales in the state and privately-owned undertakings closer together.

So much for the government's plan. The IFF-affiliated Tunisian Railwaymen's Federation (FTC) has expressed its views in a detailed and very well reason-

(Continued on page 101)



THE FOLLOWING article is reproduced in full from *Newsletter*, the official organ of the Labor Committee to release imprisoned Trade Unionists and Democratic Socialists. Whilst the article does not necessarily reflect ITF views on this subject, it makes an objective assessment of the problem of African trade unionism at international level which is of considerably interest.

African trade unionism at international level

Two facts are apparent from African attempts in the last nine months to federate trade unions above the national level: the immediate grounds for unity are tenuous; the desire for unity grows in spite of the difficulties its faces.

Both point were brought out by the labor congress held in Ghana in May 1961 and the congress held in Senegal in January 1962. From the Accra meeting came the All-African Trade Union Federation (AATUF), and from the Dakar congress the African Trade Union Confederation (ATUC). The ATUC is the larger and more representative of the two, and in its aims and organization it disagrees, fundamentally in some respects, with the more parochial AATUF.

But strictly speaking the two are not yet rivals, and it is unlikely most Africans would like to see them become so. One has been more successful than the other, but they both represent approaches to the basic problem. The great majority of Africans, it is apparent, agree in desiring a united labor movement that can transcend national boundaries. The question is: how can this unity be achieved?

This desire is part of the interest in a larger concept, a cohesiveness for Africans that has been given a variety of names – Afro-socialism, African personality, *négritude*. The causes of it are many and touch most points on the spectrum of human values: ethnic, social, cultural, economic and political. The more demanding arise from a common history of servitude as colonies, a common background of lack of opportunity and education, a continuing poverty despite natural wealth, and a common heritage of primitive or unbalanced economic development. And most important of all three is the common experience of the present, an awareness of which directs men towards unity more quickly than any other force.

Africa as a unit

Normally it is a combination of common history and experience in the present that leads to federation. In Africa, however, it is the predominance of the latter that most differentiates the continent from other underdeveloped regions, and although it is only slowly being accepted, this will characterize Africa in the

future. For more than any other area of like size, Africa has opened as a unit.

In Latin America self-government has long been established. Many of its countries still wait for economic independence and social progress, but the fact remains that the industrial and political revolution has been spread over decades. In Asia too the opening has been diverse in time, from Japan in the 19th century to the countries that began building after World War II.

Only in Africa has this not been the case: there the opening to the present has come at a turn. With the exception of South Africa, essentially a white colony in prolonged and incongruous residence, there were no African States south of the Sahara until 1957. Then suddenly, in four years, the African States became the largest geographical grouping in the United Nations. This catapulting of so many peoples from backward obscurity to responsible statehood – together and in one continent – has given Africans a will to seek common ground that few peoples with the power to determine their own affairs have.

But there are always difficulties to unity, and in Africa the desire for it is nearly matched by the impediments it faces. These impediments in turn, become more overt as indignation with the past becomes less viable as an operating *élan*. Specific alternatives about what is to be done now require answers.

The colonial period nourished, in reaction, the basic form of political consciousness: nationalism. But there were other legacies. For one, the tribal system was made use of by the colonialists as a convenient means of administration. This strengthened the system – a handicap; and it remains. For another, roads and telephone lines ran from the interior to the coast and not to a city a hundred miles away which happened to be in a different colony. These are the existing network of communication and they remain. Today, in short – when most African countries have achieved or are achieving independence – the unity afforded by joining in common opposition gives way to a greater need for common construction.

A positive force

With the exception of the remaining struggles, such as those against the intransigence of South Africa and the anachronism of Portugal's colonies, the African cause has largely turned from a negative to a positive force. This fact can be obscured both by small pockets of reactionary European effort, such as that in Katanga, or by emotional sloganeering by Africans. But either way the fact is only obscured, not altered.

Then the questions arrive. For example, once everyone has agreed, as most Africans have done, that it is not in their interest to align themselves politically with one of the two military blocs, what sort of supranational political structure is feasible? In trade, what sort of African common market is desirable? In labor, is there to be an isolated African federation or one with international contacts? And is it to be tightly controlled or are its members to be allowed to speak individually as well as collectively?

Political federation in Africa, disregarding domination by one country over another, could probably only follow economic cooperation in the future. However there is no disagreement over the role of trade unions — now — as a national force in each country, a role that can only increase in importance. It is significant that in the Congo it was a trade union leader, Cyrille Adoula, who as Premier was able to start the country moving out of chaos; and it is significant that in Tunisia another trade unionist, Ahmed ben Salah, is Minister of National Planning. Whether as sources of government leadership or as separate centres of power representing the workers, it is already obvious that in most African countries independent trade unions will be vital to national development.

This is not everywhere true of course. In South Africa the labor movement is not allowed to be representative of all the workers; in the United Arab Republic it has no independence; and in some countries, such as Ghana and Guinea, it has been forced increasingly to act merely as an extension of the government. But these are exceptions which by their rarity illustrate another important African condition: a society that is unstructured.

In fact the labor movement emerges as a force in African affairs precisely for this reason. In a social structure that is not solidified or even remotely solidified, trade unions are a natural grouping of

co-workers, a grouping of citizens that logically is one of the first to appear. And since African society is entirely for the making, the aims of a natural grouping such as this tend to be the aims of the mass of the people. More than the labor movements of countries where aristocracies or industrialization gave rise in the past to separate classes, African labor movements have the opportunity to represent all the citizens of their country.

The inadequacy of old models

The President of Senegal, Leopold Senghor, referred to this fact when he said that in Africa there is only one class: the poor. Because of this, dogmas based on class warfare, like other old European models, simply do not apply. They cannot be attacked or defended, for they are irrelevant to what Africa is and irrelevant to what it will become. In fact in no other area of the world is a discussion rooted in class concepts so futile and removed from reality. As to unity among the labor movements of the various countries, different answers are proposed. In some cases the motives appear to be purely political, in others, not. The AATUF founded in Accra and the ATUC founded in Dakar show the two tendencies.

When the Accra congress was held in May 1961 almost all African labor organizations attended. From the beginning however, the proceedings were largely controlled by the 'Casablanca' bloc of Ghana, Guinea, Mali, Morocco and the UAR. One of the goals of the bloc was to force African unions to break their international ties, especially with the independent trade unions of the International Confederation of Free Trade Unions.

Accordingly the bloc insisted that the delegates had voted at the congress for secession from these two groups by March of this year. Many delegations said this had not been voted, notably those from Kenya, Nigeria and Tunisia. Then three days after the congress the secretary of the Ghana Trade Union Congress, John K. Tettegah (also a member of the Ghana Cabinet), announced that there would be 'total war' against all African unions remaining in the ICFTU. Ghana subsequently increased its propaganda efforts in other countries and reportedly financed opposition labor movements.

Ghana's actions obviously reflected the position of President Kwame Nkrumah:

'positive neutralism' that is less neutralism than anti-Westernism, coupled with a desire to isolate Africa from the West. The methods used were those Nkrumah has used increasingly in his own country: suppression of opposition and autocratic control.

Neither these aims nor these methods suited the bulk of Africa's labor organizations, and the result was that the AATUF floundered. A new congress was called in Dakar for January and again all African labor organizations were invited. The Casablanca countries, however, refused to attend.

Autocracy rejected

In contrast to the Accra congress, there were no countries in Dakar that attempted to form blocs and seize control of the meetings. Thirty countries and 41 labor organizations were represented by 84 delegates (in addition unionists from Chad, Ethiopia, South Africa, Sudan and Uganda tried to attend but were unable to get passports).

Also in contrast to the Ghana-controlled AATUF, the Dakar union congress adopted resolutions that were actually neutralist: condemnation of colonialism, capitalism, 'Communism and other dictatorships' and imperialism. The congress called for nonalignment and resistance to the 'establishment of the cold war on our continent', an African defense organization to assist countries still 'under colonial domination,' breaking of relations with Portugal and recognition of the Algerian Provisional Government.

On the question of neutralism Lawrence Borha, secretary of the Trade Union Congress of Nigeria and now a vice-president of the ATUC, was explicit:

'Is it not more honorable to affirm Africa's brotherhood with the ICFTU and the IFCTU who can hold up their heads as proud and brave men, free to differ with their governments than with those who are chattels and slaves of dictators? These men who call themselves neutralists and condemn only one side are not neutralists but tools in the service of an ideological machine which feeds them not bread and butter, not social justice, but empty slogans.

'If we are to be honest and avoid hypocrisy, let us acknowledge the simple truth of the modern world: there are no neutral men when the choice is between liberty and servitude. Dictatorship robs men of dignity and destroys institutions such as trade unionism, which protects man's dignity.

'Even here in Africa we have seen what bitter suffering dictatorship has caused workers. We have seen and sorrowed at how dictatorship has turned trade unions in certain countries in Africa into fawning prostitutes.'

Borha further brought out that the ATUC would 'not seek to exploit honest trade unionists in the cause of expansionist policies of certain governments and it will not require anyone to act as a rubber stamp. Nor will it declare total war on those with whom it may have differences.'

The move for Arab-Black Africa Unity

Two other actions of the congress were exceedingly important: the support given the Islamic Republic of Mauritania and the election of Ahmed Tlili, leader of Tunisian labor, as president of the ATUC.

In condemning the 'annexationist' designs of Morocco against Mauritania the congress referred to Morocco's attempts as a 'serious threat to establishment of African unity'. By doing this the congress made it apparent that African countries have not freed themselves from foreign domination only to practise it upon each other.

The election of Tlili is significant because he is an Arab and the Black African countries hold the majority in the ATUC. His election, strongly supported by Borha of Nigeria, means that a practical step has been taken to overcome the Arab-Black Africa split in the continent.

Thus the AATUF has largely become obsolete and its five members temporarily isolated. In the case of the three most important members, Ghana, Guinea and the UAR, the cause is simply that their form of trade unionism – a government-controlled tool whereby the regime's leader can make the workers conform – contradicts the aspirations of the bulk of African trade unionists.

Ghana's attempt in Accra at a pan-African labor federation failed because it was narrow and restricted, and because it treated the AATUF the same way Nkrumah treats his own labor movement; autocratically and as a servant to his personal ambition. This quite naturally attracts little interest except among those who run their countries with equal authoritarianism, such as Nasser or Touré, or by a country seeking expanded frontiers, such as Morocco.

In fact, the call by Ghana last year for 'total war' on the African labor organizations that would not accept its

direction seems strange language indeed for an African nation speaking to fellow independent countries.

The AATUC, on the other hand, seems to have come up with a workable solution. It has not been constructed to serve the personal power of a few men; it is to serve all its members. Nor is it to become an organ in the cold war for 'capitalism', or for 'Communism and other dictatorships', whether foreign or domestic. And above all it sees its role as a positive one in action as well as in slogans.

It has the framework, therefore, to accommodate all independent African countries in the future. In itself it does not yet represent the 'unity' of African labor, but it is the important first step.


(Continued from page 98)

ed memorandum. After an introduction covering the historical development of the Tunisian railways and the policy of the former railway companies – which, by the way, come out of it very badly – the memorandum first points out the importance of efficient railways for the economic development of the country, for the raising of living standards in the regions and for national defence. At present the Tunisian state railway, with their 7,000 established employees, are the best equipped undertaking in the country. Their professional and technical training centres make a significant contribution to the industrial need for qualified personnel. It is in the national interest to improve this state of affairs still further through an accelerated programme of modernization. The memorandum then makes concrete proposals on the build-up of the railway network and on coordination with road transport, with the aim of allotting traffic to the railways wherever they are in a position to operate more rationally in the national economic interest. The FTC comes down very firmly against the tendency to close stations and to build up or run down services on individual lines according to whether they are paying their way or not. This policy works against the poorer regions, which should on the contrary be afforded economic and social assistance by the provision of subsidies. As a further rationalization measure, the FTC proposes the incorporation of the remaining independent railway companies into the state system and the creation of a national transport authority for rail and road transport.

On staff policy, the memorandum points out that the railwaymen have always come under special regulations, which take into account the particular conditions of railway service. This arrangement should remain in the future. Pension rights should be improved, so that a man may receive his full pension at age 55. The further demands of the FTC correspond essentially with the ITF's study 'Transport Policy at National and International Level' which was adopted by the 1958 ITF Congress. These deal with pay, which should be high enough to attract qualified personnel; with minimum wages and allowances; with shorter working hours without loss of pay; and with the creation working conditions for operating personnel which take account of the demands of operational safety.


We are grateful to the Tunisian Railwaymen's Federation for having put us in the picture regarding these important developments. The Federation's memorandum has demonstrated that a progressive trade union in a developing country has a significant contribution to make in the interest of its members and of the community as a whole.

Railway electrification in Belgium

 ABOUT 30 PER CENT of Belgian Railways are electrified. This represents 970 route-kilometres. The total is to be brought up to 1,050 route-kilometres in the beginning of next year when the electrification of the line Brussels-Mons-Quevy and its branch line from Mons to St. Ghislain be completed.

From the summer time table next year heavy passenger trains hauled by three-current locomotives (1,500 and 3,000 D.C. plus 25,000 volts A.C.) will cover the distance Brussels to Paris in three hours, the same timing as the crack but light T.E.E. (Trans Europ Express) trains.

Trolley buses to replace trams in Rio de Janeiro

 A NEW SYSTEM of trolley buses is planned for Rio de Janeiro to replace the trams. Of the 110 kilometres of overhead wires scheduled, there remain only about 15 kilometres still to be erected. Another two months should see completion of the job. The men employed on the tramways expect to be given priority of employment by the trolleybus company when the change-over takes place.

The International Railway Congress Association meets in Munich

by PHILIPP SEIBERT,
President, German Railwaymen's Union



THE INTERNATIONAL RAILWAY CONGRESS ASSOCIATION, the world-wide organization of railway administrations and governments, will be holding its 18th Congress in Munich from 17 to 27 June. Since all questions discussed at such meetings of leading personalities in the railway and transport policy fields, are also of direct interest to railwaymen and their trade unions, we are taking this opportunity of giving our readers a few pointers on the Association and its work.

The International Railway Congress Association (IRCA) was founded in 1885 and is therefore one of the oldest international organizations operating in the transport field. Its aim is that of promoting the advancement of the railway industry through the holding of periodical Congress, the carrying-out of investigations and the issue of publications. Its Congress takes place every four years.

Eligible for membership of the IRCA are railway administrations, railway organizations and governments. At the present time, it has members from sixty-five countries in all parts of the world. The decisions taken by the IRCA Congress are not binding on the railway administrations who belong to it. Their purpose is to make recommendations to member-organizations which are the result of thorough scientific investigation. We have from time to time deplored the permissive nature of the recommendations for the very good reason that the IRCA has adopted a very progressive attitude towards questions affecting railway staff. For example, during 1959/60, it dealt, on the basis of a very detailed questionnaire, with the question of what form co-operation between management and labour should take in order to increase productivity. The first principle enunciated as a result of this study ran as follows:

'It is generally recognized that of all the factors contributing to a rise in productivity, the human factor is the most vital. Experience has shown that a passive attitude on the part of employees can not only retard increased output where this is technically feasible, but can even prevent it altogether'.

Further points in the IRCA conclusions advocate close and sincere collaboration between management and staff and participation by railway personnel in the benefits of higher productivity. The IRCA also comes down firmly against dismissals as a result of rationalization and modernization. It is therefore up to us to make use of such recommendations when negotiations with railway administrations indicate that although they are very willing to put such articles on display in their international shop window they are not quite so anxious to stock them

for home consumption.

The forthcoming IRCA Congress will also be concerned with problems which are very largely connected with modernization, for example, increases in train speeds and the technical prerequisites for such increases, automation in the field of tractive power, the co-ordination of long-distance services with those of local transport, the relationship between road and rail on parallel routes, and finally staff training questions with particular reference to industrial safety.

As was the case with previous Congresses, the ITF has again been invited, by Professor H. M. Deffering, the Chairman of the Organizing Committee, to send representatives to the IRCA meeting. We hope therefore to meet many trade union and staff representatives among the national delegations at the Congress. In view of the experience of the IRCA and the achievements of the German Federal Railways, we have no doubt whatsoever that we can look forward to an excellently-organized Congress and extremely successful deliberations.

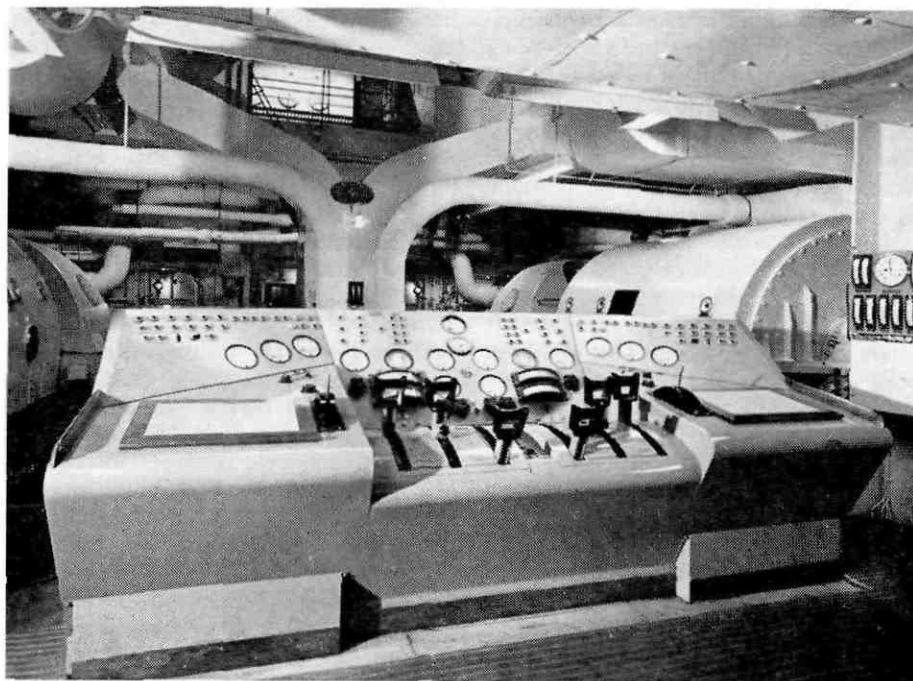
Increases in the Scandinavian fleets



IN 1961, 140 vessels of 1,342,800 tons gross were added to the Norwegian fleet; this included 40 tankers of 629,900 tons. Taking into account scrappings and sales of old ships this meant that the fleet had increased by 794,200 tons gross to a total of 2,805 vessels, of some 11,985,000 tons, and including 544 tankers, of 6,425,000 tons. The Swedish fleet increased by 147,000 tons to a total of 1,254 vessels, of 3,988,000 tons gross, including 167 tankers of 1,399,000 tons. The Danish fleet increased by 94,600 tons to 903 vessels, of 2,364,000 tons - including 94 tankers of 889,000 tons. The Finnish fleet increased by 19,500 tons to 428 vessels, of 838,000 tons - including 27 tankers of 230,000 tons.

The net increases for 1961 in the fleets of the four Scandinavian countries totalled 1,055,700 tons gross. These figures are based on provisional statistics compiled by Det Norske Veritas.


Progress towards automated ships



This picture shows the control room in the engine room of the 'Kinkasan Maru'. The owners estimate that considerable reductions of crew can be effected by the introduction of automation on board ship, and plan to modernize other ships in their fleet in this way



The 'Kinkasan Maru' is the first cargo liner in the world to have a main engine remote-control console in the wheelhouse of the bridge (shown in this photograph). American shipowners are beginning to introduce more widespread automation, and an inquiry is being held into the effects this will have on employment in the industry (Photo lent by 'Shipbuilding and Shipping Record')

 DURING THE LAST FEW YEARS the technical possibility of introducing a substantial degree of automation into ships of all types has become widely acknowledged. Most of the larger ships being built today now carry automated equipment of one kind or another, such as auto-pilots, radar equipment, echo sounders, etc., and the technical resources are available for constructing ships in which virtually all the machinery can be operated by automatic and remote control systems. This does not mean, however, that the days of the crewless ship are just around the corner. There are a great many obstacles to the rapid automation of ships, not the least of which is the justifiable anxiety of seafarers' organizations to ensure that their members' interests are properly protected.

Nor are the shipowners excessively eager to press ahead with immediate plans for comprehensive automation. By reason of the nature of the medium in which ships operate, automation will be more complicated and expensive than with other means of transport. Trains are quite easy to control automatically since they are confined to rails, and airborne traffic, while presenting relatively more problems can be operated by automatic and remote control equipment far more readily than shipping, which must always take account of wide variations in weather conditions and be prepared to deal with obstructions like islands and shallows, often at very short notice. The ocean-going ship travels fairly slowly over large distances and, at times, cannot be reached with the available electronic instruments, although this disadvantage will probably be overcome in the future. In addition the vessel is oc-

asionally completely isolated for periods of up to twenty to thirty days. Much can occur during this time and it would be unthinkable to introduce completely automated navigation as long as so many hazards exist. Manual intervention will sometimes be necessary and personnel must be at hand for this purpose.

Navigation near coast lines and in harbours also presents problems which could not easily be overcome by automatic equipment with the necessary devices for remote control.

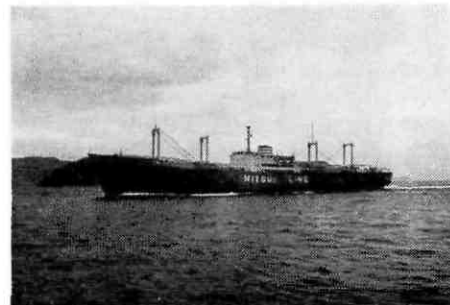
From the shipowners' point of view, the advantages to be gained from a greater measure of automation on board ship must be sufficiently important to justify the expenditure of very substantial sums of money on its introduction. The shipowners are interested chiefly in greater economy of operation, one aspect of which is a reduction in the size of crews. The economy of the ship is dependent

on the undisturbed operation of the vessel's machinery and on the vessel being at sea for as many days as possible and time in port reduced to a minimum. The operation of a ship's machinery may be automated, but it does not involve the same undisturbed regularity as is found in, for instance, manufacturing processes ashore. Unforeseen external circumstances, like the risk of collision, unexpected heavy weather or even simply a change of sailing orders, may call for action which could not possibly have been included in the programme for a completely automated vessel.

One of the most important aspects of automation is the necessity for the equipment to be maintained in perfect working order at all times. The use of high grade materials throughout, while it may add appreciably to construction costs, is one of the ways in which reliability of operation can to some extent be guaranteed. But even this will not dispense with the need for repair and maintenance work to be carried out while the ship is at sea, and any reduction in engine-room staff which might result from automation will probably be offset by the necessity to carry highly skilled engineers to keep an eye on the machinery. Different qualifications will be needed, but the degree to which the shipowners will be able to cut their wages bill will be limited since the new technicians will

in all likelihood require higher salaries than the old.

A great deal has been made of the opportunities of reducing crew sizes offered by automation. But a closer look at the possibilities reveals that even on board very highly automated ships, almost as many crew members will probably be needed as on conventional vessels. It has already been pointed out that maintenance service plays an important part. Both the crew on watch-keeping and those who are not use working time to carry out repairs and maintenance. As a rule, this part of the time is not affected by automation. Another point worth remembering is that an increase in the amount of electrical and hydraulic apparatus on board will require more attention and maintenance by specialists who will in many cases have to be added to the normal crew. On most large ships both deck and engine room crews are divided into three watches, and considerations of safety and efficiency demand that men be available to deal with emergency situations, so that even in a highly automated ship a shipowner would have to be ruthless indeed to cut his crew very drastically. Neither is there any reason to suppose that automation will result in crew reductions in the catering department. On the contrary, the fact that at present there is in many countries a shortage of the necessary highly qualified



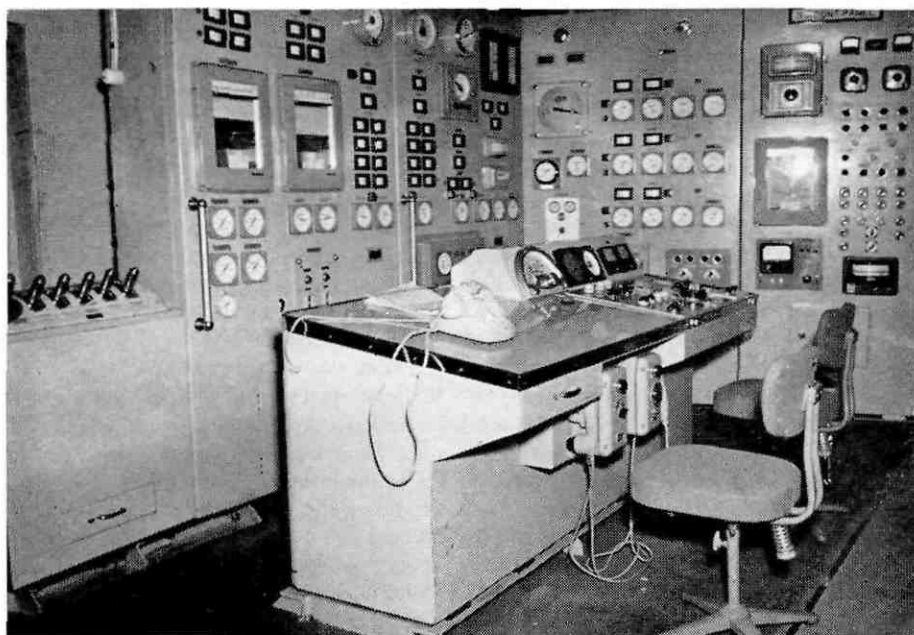
The new Japanese cargo liner 'Kinkasan Maru', recently completed for the Mitsui Steamship Company. She is Japan's first cargo liner equipped with a centralized automatic and remote control system. (Photo from 'Shipbuilding and Shipping Record')

personnel, and that the demand for such men will grow considerably in future, means that the demand for service on board is more likely to increase than diminish.

The foregoing is largely based on the contents of a paper entitled "Some Aspects of Automation in Ships" read by its author, G. Kaudern at a meeting of the Royal Institute of Naval Architects in Gothenburg last September. At this stage of development, views on this subject are necessarily speculative. In the matter of crew reduction, however, the Mitsui Steamship Company's "Kinkasan Maru" may well serve as a pointer. This "automated" Japanese cargo vessel completed a trial voyage to the United States and back at the beginning of the year carrying a crew of forty-three as compared with the usual crew of fifty for a conventional ship of the same size. When the new vessel has been fully tested it is estimated that she and her sister-ship, which is still under construction, will be able to sail with a crew of only thirty-seven. The reason for this reduction in crew lies in the installation of a remote control system which enables the captain to operate from the bridge all the engine equipment which would normally be handled by engine-room personnel, and it is in this section therefore that most of the crew reductions will be made. But the significant aspect from the seafarers' point of view lies in the intention of the owners, the Mitsui Line, to install automatic equipment in thirty-eight of its ships. This would mean a considerable reduction in the number of engineroom personnel employed.

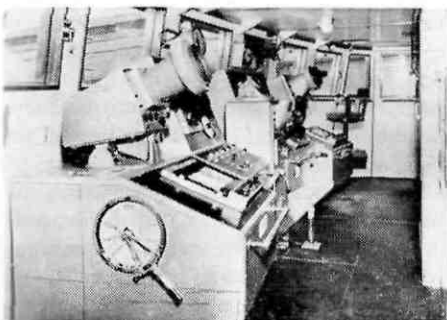
Automation projects are also going ahead in the United States merchant shipping. A start has already been made

The control console in the main engine room of the P. & O. liner 'Canberra'. Most of the larger ships being built today carry automated machinery of some kind, and the technical resources are available for constructing ships in which virtually all the machinery can be operated by similar automatic and remote control systems (Photo: Fairplay)



with the construction of a new prototype bridge control system similar to that in the "Kinkasan Maru". The US Maritime Administration has expressed the hope that by 1965 it may have a fully automated dry cargo ship in commission and that work on its design may be commenced this year. Such a ship would be capable of sailing virtually without the services of a crew once on the open seas, and would be able to sail for thirty days without maintenance and for at least ninety days with only minor maintenance. Trade unions, however, will not be convinced of the Administration's declared "thorough sense of responsibility towards labour" unless they see concrete efforts being made to offset the adverse consequences of such changes on their members and a willingness made manifest to co-operate fully with the seafarers' unions in negotiating terms for these changes. The US government is sponsoring a long-range investigation to determine, among other matters, to what extent increasing use of automatic equipment on shipboard will affect employment of officers and crews. The study is to be undertaken by the Maritime Cargo Transportation Conference of the National Academy of Science, National Research Council. A beginning has already been made, but it is emphasized that it is a long-term problem which may, in fact, take three years to complete. At the outset, information will be collected on present shipping operations, the number of jobs on board ship, the number of men so employed, their earnings, training and experience. After that the experts will evaluate various proposals in regard to increased

Control console on board the British motor trawler 'D. B. Finn'. By reason of the nature of the medium in which a ship operates, automation will be more complicated and expensive in seafaring than with other forms of transport. Shipping is at the mercy of unpredictable weather and obstructions which may call for emergency measure to be taken at short notice (Photo: Fairplay)



automation. In their assessment they will take into account possible improvements in operation and maintenance of shipping and also what the effect would be on the employment and training of personnel. Not unnaturally, the maritime unions are insisting that full consideration must be given to the views and objections expressed by the seafaring community. The right of the unions to be heard has been acknowledged and separate panels of management and labour are to be set up on the Atlantic, Pacific and Gulf Coasts to facilitate "the widest participation by shipowning and labour officials."

It looks now as if automation will inevitably come to seafaring as it has come already to so many shore industries. But there are good reasons, from the point of view of both shipowners and seafarers, why the period of transition should not be unduly hurried, not the least being that new automatic aids should not be introduced until they have been fully tested. This is a matter to which the Maritime Safety Committee of the Inter-Governmental Maritime Consultative Organization will probably be called upon to direct its attention. Meanwhile, maritime labour throughout the world will naturally keep an eye on developments in the use of automated processes in ships and the extent to which they may effect their conditions of work or even their livelihood.

Danger of radiation in supersonic flying

ONE OF THE PROBLEMS of supersonic flying in civil aviation would be the radiation to which crew and passengers might be exposed in certain circumstances. This difficulty would be encountered in flights near the Poles and at altitudes of around 45,000 ft., in other words some 10,000 ft. above the usual cruising altitude of existing aircraft. The risk of such radiation depends upon activity on the surface of the sun. It is now known that the sun injects large numbers of atomic particles into the radiation shell surrounding the earth. The risk, to crews and passengers of aircraft, however, may be kept within reasonable limits by diverting aircraft from the Polar regions in times of solar disturbances.

This is one of the themes on which the Director of Aeronautical Research for the United States National Aeronautics and Space Administration, Dr. Slack, recently gave an address. His main point was that supersonic flight, although fea-

sible, was not necessarily suitable for civil aviation. While taxiing, taking off and climbing, supersonic aircraft could easily use more fuel than during the flight itself, and they could not be used profitably unless expected to last a good 30,000 flying hours. This could by no means be assured in the present state of metallurgical technology.

Dr. Slack also drew attention to certain problems of routine flight which would occur with the use of supersonic aircraft, the main ones being the difficulty of reducing speed quickly enough to negotiate weather changes and the necessity of adapting flight paths to avoid the risk of excessive radiation.

Dangers for democracy

ABROAD, through all the emerging world, there is the danger that the hunger for a better life will be used to bait the hooks of demagogues, to bankrupt economies before they get started – and thus to lead unsuspecting millions into communism or some other modern form of tyranny before they have had a chance to find out what freedom is.

There is the danger that racial prejudice, and the wilder forms of tribal or national chauvinism, will weaken and balkanize the peoples of Afro-Asia – and even of Latin America.

There is the danger, so recently illustrated at the United Nations, that the final chapters of the European colonial era will be written in violence and chaos.

All these are dangers for the community of the free – and therefore they are also opportunities for the would-be burial squads of communism. We of the West must act to avert them by every means (Michael Quill writing in TWU Express).

1961 - a record year for industrial peace in Switzerland


1961 WAS AN EXTRAORDINARY YEAR for peace between Swiss workers and employers. In fact there was not a single strike recorded during that year. This remarkable record the Swiss trade unions attribute to the strength of their labour movement.

The lowest strike rate for any previous year was in 1957 when 71 employees of three firms struck for a total of 740 hours. The high mark for the past 16 years was reached in 1946 when 15,000 workers in 443 concerns stopped work for 185,000 hours.

Round the world of labour




Working hours in Germany

 ACCORDING to figures published by the Economic Institute of the German Trade Union Federation 74 per cent of employees in German industrial concerns work a 44 hour week. Another 14 per cent work 45 hours but will have their week reduced to 44 hours in the foreseeable future. The working week for salaried and wage earning industrial employees, fixed by trade union agreement is as follows: 47 to 46 hours for 141,000 employees; 45 hours for 1,077,700 employees; 44 hours for 5,643,800 employees; 43 to 41 hours for 432,300 employees; and 40 hours for 345,400 employees.


In all branches of the German economy, however, out of 14,799,100 workers protected by trade union agreements, 13,688,100 work a 44 or 45 hour week. Around 8 million salaried and wage earning employees have an agreed working week of 44 and about 5 million of 45 hours.

Decasualization in the port of Glasgow

 PROPOSALS on decasualisation of dock labour in the port of Glasgow are contained in a joint report prepared by the Scottish T & GWU and the Glasgow Port Employers' Association and recently submitted for consideration to the National Joint Council for the Port Transport Industry. The report recommends that Glasgow's dock workers should be employed on a weekly basis instead of under the day-to-day system prevailing at present. Both the union and the employers are agreed that this is practicable within six to nine months.

The port of Glasgow calls for a labour force of around 2,200 men, roughly the number of dockers now available for employment. There have been times during the past year or so, however, when there were as many as 500 men idle on the same day. This is attributed to the present casual and semi-casual methods of engaging labour in the port.


ILO technical training centre in Turin

 THE ADMINISTRATIVE COUNCIL of the International Labour Office, in session recently at Geneva, has instructed the Director-General to have plans prepared by November 1962 for an international technical training centre which is to be set up in Turin, Italy, under the aegis of the ILO.

The main object of this centre would be to help the developing countries to enable those appointed to positions of importance in their industrial enterprises, whether they be small or large, to perfect their qualifications and to benefit from a more advanced training than that which they might receive in their own countries. It is hoped that once fully under way the centre could receive annually around 2,000 trainees on every level of the professional hierarchy.

The representative of the Italian Government has stated that his country attaches great importance to the creation of this centre. The city of Turin was prepared to convert at its own expense some of the buildings erected for the International Labour Exhibition of 1961 in order to house the centre and lodge the trainees. These buildings have been put at the disposal of the ILO centre by the Italian Government.

Airplanes locate fish

 THE USE of airplanes to locate schools of fish has become an important aid to United States commercial fisheries, according to a bulletin of the United States Fish and Wildlife Service.

The report said that about 70 aircraft are used to locate concentrations of fish and to assist the fishing fleets in their capture.


The airplanes are used at various localities along the Atlantic, Pacific and Gulf Coasts of America. They conduct scouting operations for tuna, sardines, mackerel, bonito, Atlantic herring and some other varieties.

This type of operation is called 'aerial

spotting,' and is said to have substantially increased the efficiency of the fishing fleets.

'The use of aircraft for fish spotting will increase in the future and light aircraft now used in some fisheries will undoubtedly be replaced by one-man helicopters, when the development of that aircraft has reached a point of dependability,' the report said.

One hundred years of social security for Greek seamen

 THE GREEK SEAMEN'S pension fund, known by its Greek initials 'NAT', was 100 years old last year. A ceremony to commemorate the centenary of this venerable welfare agency for seamen was held last January in Piraeus near Athens. HM King Paul of the Hellenes and HRH Crown Prince Constantine were present at the occasion as also the Greek Prime Minister, Mr. Karamanlis, the Minister of Mercantile Marine, Mr. Kotiades, high government officials and representatives of the shipping interests.

NAT is the oldest of all Greek social security schemes and the second oldest seamen's welfare agency in the world. It has been extending benefits for old age, incapacity, accident and death to Greek seamen and their dependents for 100 years. Plans to set up the fund go back as far as 1836, not long after the modern state of Greece first came into existence, but it did not begin to operate until 1861.

All Greek seamen possessing the seaman's booklet are automatically insured with NAT. Premiums to be paid into the fund are shared between employer and seaman, 8.5 per cent of the latter's wages being paid by the employers and 7.5 per cent by the seaman himself. Seamen receive pensions from the fund on retirement, and unemployment and sickness benefit if they cannot find work or are incapacitated. At the end of 1958 14,066 pensions were in payment, of which 8,947 were being paid to dependents of deceased seamen. Expenditure for the pensions was 123,070,629 Drs. (about £1,465,000). NAT's assets fluctuate

with the changing fortunes of the Greek shipping industry, but it has always been able to provide for the needs of those seamen who have claimed from it. It now disposes of substantial capital: 300,000 m. Drs. (about £3,570m.) in Greece, £2,500,000 in New York and a further £1,500,000 in London. Thus no Greek seamen employed on a ship having a contract with NAT need fear that he or his family will be left unprovided for in the event of sickness, old age or death.

NAT is the chief social security organisation for Greece's seamen. But in and around it are grouped a number of subsidiary and independent schemes which supplement its functions. Oikos Naftou (ON), or 'seaman's home', established in 1927 and financed by NAT is responsible for providing medical care and hospitalisation for Greek seamen and their dependents, for paying out allowances to unemployed seamen and for meeting travel expenses incurred by Greek seafarers presenting themselves for employment at shipping centres abroad. ON has a chain of offices all over Greece through which medical attention is arranged for seafarers and their dependents. During 1958, 99,136 seamen and their dependents received medical care through ON. Of these 4,165 were treated in hospital at ON's expense.

Two other funds are the Merchant Marine Officers' Welfare Fund (TPAEN) and the Merchant Marine Rating's Welfare Fund (TPKPEN), both operating since 1926. Lump sums are paid to the men on retirement from these funds, which are designed to help them adjust themselves to their new condition. TPAEN and TPKPEN are financed through extra deductions made from the monthly wages of the officers and men.


The Seamen's War Risk Insurance Office (AOKP) is the most recent of all the Greek seamen's social security agencies. It was instituted two months after the outbreak of the last war and insures all seamen, irrespective of nationality, employed aboard Greek vessels, against war injury. From its inception until 1958 AOKP has paid out compensation in 8,665 different cases.

Until recently the Greek crews aboard a large number of foreign flagships under Greek ownership were not covered by agreement with NAT. But as a result of pressure from the Panhellenic Seamen's Federation the Greek government made it possible in 1955 for the benefits of Greek social security to be extended to Greek crews working aboard foreign flag

ships. Steps taken in this direction have met with a great deal of success. Foreign flag shipowners have signed a large number of contracts with NAT to cover their Greek crews.


At the moment 70,000 merchant seamen and pilots are insured with NAT, whole 15,000 retired seamen and dependents of deceased men of the Greek merchant navy receive monthly pensions. Thanks to the active interest in NAT of seamen and shipowners alike, and in spite of heavy losses – both human and material – incurred during two wars by Greek shipping, the fund has always been in a position to meet its obligations and has plentiful reserves in readiness for possible emergencies.

Railway employment drops while traffic increases

 AT A PRESS CONFERENCE a short while ago President Kennedy spoke of automation in industry displacing 1,800,000 workers a year. 'I regard it as the major domestic challenge of the '60's,' he said, 'to maintain full employment at a time when automation is displacing men.' It is in fact estimated that, with the present unemployment rate, the number of workers being displaced by technological innovations and the new job seekers appearing on the labour market, labour requirements will shortly amount to some 100,000 jobs a week.

This trend is particularly alarming on the railways of the US. Total rail employment in January last was at its lowest level since the Interstate Chamber of Commerce first began keeping records in 1889 – and far below the bad industrial depression of the early thirties. Yet in spite of this freight traffic on the railways has been booming. Last January it increased by 6.1 per cent over the same month in 1961, while the number of jobs went down by 1.36 per cent or by approximately 10,000. The tendency continued into February of this year. In the week ending 10 February freight loadings were 542,415, an increase of 11.8 per cent over the corresponding week of 1961, yet with a depleted labour force. Although the different companies hauled almost as many ton miles of freight as in 1946, rail employment has suffered a drop of close on 700,000 – nearly 50 per cent.

Greater shortage of labour in Sweden

 AN INCREASE in Swedish labour requirements of 13 per cent has

been forecast from the end of 1959 to 1965. This forecast is one of the results of investigations carried out by the Swedish Federation of Industries' Research Institute into the pattern of industrial expansion to be expected in Sweden over the next few years. The general picture presented by the forecasts is one of expanding investment, production and exports. An annual increase in industrial production of 5 per cent is indicated for the first half of the decade as against the average annual increase of 3 per cent during the fifties.

These conclusions are based on the replies to questionnaires which were sent to some 900 firms in 1960. A shortage of labour already exists in Sweden. The rise in labour demands amounted to no more than 4 per cent during the fifties but the sharp increase expected for the first half of this decade will make the shortage appreciably more acute.

Transport and the Common Market

The government of the European Economic Community took the first step towards launching a transport policy when their six Ministers of Transport took a decision of principle guaranteeing future cooperation. This was an undertaking to consult the other members and the Commission about any future legislative or administrative changes in the transport policy of their own countries. The Commission are to tender an opinion or recommendation within thirty days, or ten days in urgent cases, before a state takes action.

This agreement, designed to prevent any further divergence in transport systems in the six countries of the Community, covers roads, railways and inland waterways. It was not found possible to include pipelines at this stage. Shipping and airlines are treated differently under the Treaty of Rome, and the framing of a joint policy for these sectors is still open.

The Ministers also had detailed proposals before them for liberalizing certain departments of international road transport. For work-owned transport, the Commission proposed that all restrictions and permits affecting carriers in other member states should gradually be removed by the end of 1963. For professional transport companies the difficulties are greater, but as a start it was suggested that certain kinds of transport – removals, postal, movement of works of art, theatrical props, sports equipment and so on – should be freed from 25 kilometres on each side of frontiers.

Dawn in Algeria



SEVEN YEARS of war between France and the Algerian freedom fighters of the National Liberation Front (FLN) have finally ended in a cease-fire agreement. The first move has been made to end the sufferings and hardships of a colonised people and the restriction of workers' right and freedoms, which have gone on since long before the war in Algeria began. The cease-fire is, however, only the beginning of an end to the troubles which have beset the people of Algeria for so long. Algeria is not yet a united and independent nation able to look confidently into a future of peace and prosperity. There are still hazards to be overcome. Nevertheless the foundation stone of the new republic has been laid and the long and difficult negotiations between the French government and the Algerian provisional government (GPRA) have succeeded in establishing a foundation for a future independent Algeria.

The men of the GPRA entered into negotiations with the French with clearly defined ideas of what they wanted for their country. They drove their points home one by one and in time the essential features of the new republic took shape, although it was not until June 1960, the year of the Melun conference, that the French government would accept members of the GPRA as at all competent to represent Algerians in discussions on the future of their country. The fundamental condition of independence implicit in the March cease-fire agreement and earlier agreements (notably at Les Rousses in February) is that there should be no partition and that any risk of superiority of a cultural, racial or religious group should be guarded against.

It has been agreed on both sides that independent Algeria shall be allowed to go its own way without being linked to any political or military bloc. The notion of Algerian independence has evolved from that of a state, whose internal system was to be of a federal type defined by France and economically and militarily linked to France, to that of an independent and sovereign state to which France would offer its co-operation rather than impose it. This co-operation takes the form of a contract of economic, cultural and technical aid established between two sovereign countries of which neither has any obligation to the other. The new Algerian state will have considerable need for financial and technical aid but this will be sought from France only on the basis of short term agreements which will be renewable or modifiable and will not permit France to retain control over the country's future. Algeria in its own interests would be free also to enter into similar agreements with other countries, which are in a position to provide technical or economic assistance.

Algeria will remain in the franc zone, but this will not prevent her from issuing her own currency and having her

own national bank. Nor will this prevent her from raising customs barriers to protect her developing economy. Freedom to transfer funds will need to bear certain controls, as a safeguard against flights of capital out of Algeria.

In return for the economic aid which the independent republic of Algeria will expect to receive from France, firm guarantees will be given for French property in Algeria. Guarantees of fair compensation will be established for the event of any state expropriation of land or goods which might be necessary in the course of the country's industrial development or agrarian reform programmes. The GPRA wish particularly to establish such guarantees in advance for the commercial and industrial sector, in order to avoid the closing down of enterprises during the first few months of independence and the unemployment and economic stresses which would result. But such guarantees for private property will not prevent the Algerian state from establishing control over public services such as transport, electricity and gas and from forming a public sector within the industrial and commercial sphere. French aid for Algeria, which is assured for three years, bears with it no obligations but leaves the Algerian people free to choose the economic system best suited to its requirements. At the end of the three years Algeria will be free to renegotiate for a continuation or a modification of any financial and technical agreements concluded with France.

Throughout the history of the negotiations the Sahara has proved to be a tricky question. But the Les Rousses agreement officially recognises Algerian sovereignty over its Saharan territories. By reason of its natural resources in petroleum and gas the Sahara offers a rich field for future co-operation between the two countries. The Algerian state however will have full say in granting or refusing permission to prospect these natural resources.

The Central Organization of the

Sahara Regions (OCRS) has been dissolved as a result of the agreements. Any interests acquired in Algeria through the petroleum statute of this organization will be guaranteed, but henceforth the administrative powers and the responsibilities for developing the region which belonged to the DCRS now devolve on the Algerian state. The technical problems of exploitation and development of the power resources of the Sahara are to be dealt with by a body with consultative powers called the Office of Mines. This body will be run by an Algerian national and its administrative council will be made up half of Algerians and half of Frenchmen. It will also have as a function the commercialisation of Sahara petroleum within and outside the franc zone and will determine the price of electric power within Algeria itself so as to ensure cheap electricity for all industrial centres thereby promoting the nation's economic development to the best advantage.

Allowances had to be made in the agreements for the French speaking minority in Algeria. A three years period will be allowed for Europeans to decide whether to choose Algerian nationality or to retain their present status as French citizen. As Algerian citizens such people will become integrated into the Algerian nation and will have absolute respect shown for their language, culture, religion and personal status. Should they choose to remain French they will benefit from the status reserved for foreigners under a "Convention of Establishment" entered into between France and Algeria, in accordance with international law. The existence of a foreign minority in any state creates certain problems. In Algeria it is one of guarantees. The guarantees given by the Algerians stem from the Universal Declaration of the Rights of Man adopted in 1948 by the General Assembly of the United Nations. They guarantee no discrimination, absolute respect for particularism – language, culture, religion, personal legal status, etc. – and fair representation at all levels of political life. Two institutions are provided for in the agreement to ensure these guarantees. One is a Court of Guarantees invested with powers to open enquiries, to pass judgement and make decisions in all cases where the guarantees of non-discrimination have been infringed. The Court will function on behalf of all sections of the population, whether of the minority or the majority. Another is an Association of Safeguards,

which is to be a non-political institution set up to defend those members of the minority who might be victims of discrimination and to guarantee the safeguard of minority rights.

The Franco-Algerian cease-fire agreements were warmly welcomed by free trade unions the world over. Algerian unions, particularly the General Union of Algerian Workers (UGTA) closely linked to the revolutionary movement, have had a real struggle for survival during the years of oppression. UGTA, formed in 1956 after the FLN had begun its fight, has been the constant enemy of the colonialist forces of whom its leader, Aïssat Idir, died a victim. The agreements herald the end of the victimisation and suppression of the forces of free trade unionism in Algeria and we can now legitimately hope that the Algerian unions will be able to play their rightful part in the building up of a strong and democratic independent Algeria. Omer Becu, General Secretary of the ICFTU, has sent messages in the name of the world's free trade unions to Ali Yahia, General Secretary of UGTA, and to Ben Youssef Ben Khedda, President of the Algerian provisional Government, extending the congratulations of the world's free trade unions on the conclusion of the agreements and their hopes for real social progress in Algeria. Messages were also sent to President de Gaulle of France, congratulating him on carrying out his promises to the Algerian people and conveying the hope that harmonious relations will be established between France and Algeria, and to Robert Bothereau, General Secretary of the French Trade Union Federation (Force Ouvrière), expressing the admiration of the world's free labour movement for the untiring efforts of Force Ouvrière in the cause of peace and self determination for Algeria. In a statement of gratitude to the workers of the world for their solidarity during the years of struggle UGTA declared that it would remain vigilant and mobilised until the sovereign people of Algeria should choose, in full freedom and enjoyment of its rights, the political, economic and social structure that would become the basis of its rule.

Although an end has been made of the fighting and preparations are being made for the Algerian people to decide their future in a referendum due in a few months, peace has not yet come to the unfortunate country. The OAS continues its attacks on person and property

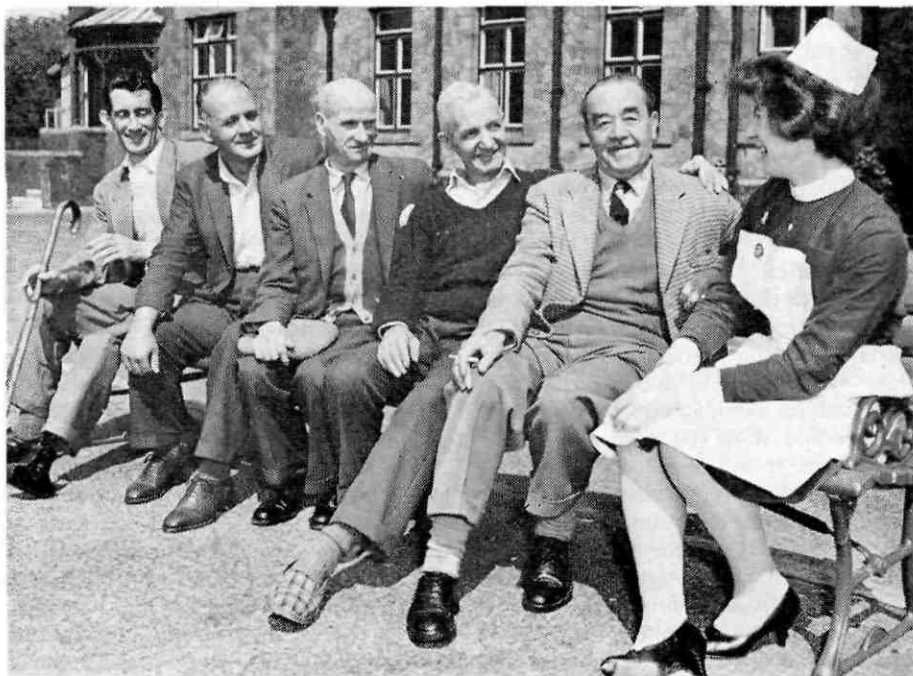
but in the name of ideals which are now repudiated by France and officially considered a dead letter.. 'All wars have their sequels', writes Robert Bothereau in 'Force Ouvrière,' 'In Algeria the secret of progress lies in the ability of men to live together in peace. It is up to them to disarm their minds. They must abandon the fear and hatred which possess and torment them. "We will die in honour in a French Algeria," proclaims a pamphlet. But why die? . . . How long will this killing last? There have been other wars, despair has given place in the past to sensible realities. It is certain now that there must be a rebirth of hope in Algeria. If men wish it, the misery, which has levied such a heavy toll, will be lifted from the land.'

(Continued from page 117)

light, Art Lyon has no illusions as to the importance of publicity when pursuing worthwhile objectives. He consequently attaches great value to 'Labor', the organ of the US railroad unions, whilst the RLEA itself under his direction has issued a constant stream of information on railway matters in the form of press releases and other publicity material. The trend towards railway mergers in the US, carrying with it the threat of redundancy for thousands of US railwaymen, has fully engaged the attention of US railway unions in recent months, and the independent report on this subject, published earlier this year under the title 'the Move toward Railroad Mergers', was inspired and is fully endorsed by the RLEA. This is a typical example of the manner in which the US railwaymen's unions operate through the medium of their Association to inform the public – and legislators – on matters vitally affecting railwaymen's working conditions and living standards.

Inevitably the greater part of the activities of the RLEA are directed towards the domestic scene. Nevertheless, during Art Lyon's period of office it has expanded its activities in both the domestic and the international fields. Much of this greater participation in international work is doubtless due to Art Lyon's strong belief in those fundamental trade union principles which have stood the test of time, coupled with a modern approach to trade union problems.

Finding their feet on land



A group of seamen satisfactorily recovering from their illnesses at Limpsfield are shown here with one of their nurses. The convalescent home specially built for the men of their calling is ideally situated for its purpose. In the middle of the Surrey countryside, far from the grimy cities, its setting is perfect for a quick recovery from illness



AS SOON AS THE FIRST WORLD WAR was over those in Britain who had ever worked with or been concerned with the men of the merchant navy turned their thoughts to the creation of a monument to perpetuate the memory of these seafarers who lost their lives in the perilous battle to keep Britain's lifeline open during the years of hardship. The most suitable sort of memorial seemed to be one which would serve a practical purpose and in this way help to make good those human losses. In 1920 the Henry Radcliffe convalescent home at Limpsfield was opened by the Merchant Seamen's War Memorial Society. Limpsfield, situated near Oxted in Surrey, is intended primarily to give seafarers who have sustained accident or illness the opportunity of relaxing and recovering fully before returning to their duties at sea. But it is also there as a tribute to the many thousands of merchant seamen who perished on the seas in the service of their country, so that they shall not be forgotten.



After twenty-two years active service at sea this man was discharged as unfit for further sea service in June 1960. He is seen here at Springbok being trained for a new career as a dairyman. He is one of many whom Springbok has helped find their feet on land

To honour the memory of merchant seamen who died in the second world war the Memorial Society opened the Springbok Farm training centre, which is intended for the rehabilitation of seafarers suffering from illness or disablement which prevents them from returning to sea. The farm gives them training in a particular branch of farming and helps them to start earning their living on land.

Limpsfield has an ideal setting for a convalescent home, for it is situated in a particularly beautiful part of the Surrey countryside far from the noise, grime and unhealthy dust of the industrial cities. It has 28 beds, four of which are set aside for stewardesses.

There is no limit to the length of time which a patient may remain at Limps-

field, though the usual stay is three or four weeks. Altogether 211 serving seamen were accommodated in 1960 and their average length of stay was 28 days. Patients came from all parts of the country. This is where the seamen's union is able to help. Limpsfield depends a lot on the National Union of Seamen whose branch officials make the local arrangements as soon as a seaman wishes to go there.

In addition to the actual convalescent home there is room set aside for 15 permanent residents. These are all retired seafarers who have spent at least 25 years of their lives in the seafaring profession. There is also a small community of retired seafarers who live with their wives in bungalows quite near the main house. The bungalows, of which eight

were built, are quite small but perfectly adequate for the elderly couples who live in them as guests of the Memorial Society. Permanent residence at Limpsfield is a way of recognition and appreciation of long years of service in the Merchant Navy. For the patients who go there after hospital treatment for accident or illness sustained at sea everything is done to make sure they have the fullest opportunity of relaxing completely and recovering their strength in order to meet once again the heavy demands made by life on board ship.

Springbok farm

It is largely as a result of a gift from the South African people that Springbok farm began its existence. At the close of the last war they made a generous donation to the Merchant Seamen's War Memorial Society as a tribute to the heroism of British seafarers over the war years, and this enabled the farm to be started and at the same time suggested a name for it. This 400 acre farm was set up as a training establishment for seafarers who through disablement of one kind or another cannot go back to sea. When a man is deprived of his livelihood in this way he must, if his health is not too impaired, find another means of earning a living. Springbok farm was

created to help disabled seafarers do just this.

The farm is situated about 40 miles south of London in Surrey. 360 acres are devoted to arable and general farming and 25 to market gardening. Springbok is excellently provided with livestock: 2,500 head of poultry, 250 pigs and 130 milch cows in addition to a herd of 22 pedigree Jersey cows and a commercial herd of tested Ayrshire cattle. A trainee may take up any one of the five training courses offered: arable and general farming, poultry farming, dairy farming, pig farming or market gardening. He must specialise because the twelve months allowed for training are too short for the prospective farmer to learn all there is to know about his new trade, and there are many other disabled seafarers waiting for help from Springbok. A trainee who chooses to specialise in pig, poultry or dairy work is nevertheless encouraged to spend one or two months in the arable or dairy part of the farm and those in arable and dairy work change places for a short period. Although the men who engage in these courses cannot expect to become fully fledged farmers while they are at Springbok, if they work hard enough and are prepared to put in a little of their spare time on study, they will be qualified at

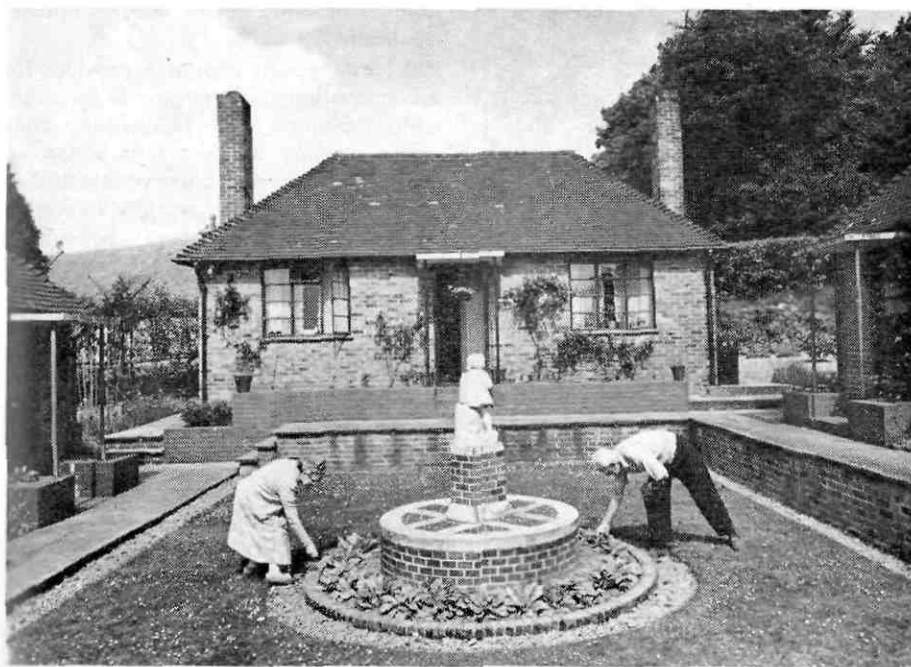


Springbok has a library well stocked with books on all agricultural subjects as well as with light reading matter. If the trainee is prepared to work hard enough and put in a little of his spare time on study he will be qualified at the end of the year to take a well paid farm job leading to greater responsibilities and to eventual ownership

the end of their course to take a well paid job in agriculture probably with a cottage provided by the employer, and as they gain more knowledge and experience will be able to increase their income and take on greater responsibilities. Indeed there is no reason why many of them should not one day run their own farms. Hard work is a prerequisite at Springbok, but the men who go there after many years at sea are not unfamiliar with rigorous open air living. Agriculture may seem a far cry from seafaring, but the life in one and the other is more alike than seems possible at first sight.

Competent experts have the instruction in every branch of farming at Springbok well in hand. They are experienced in their particular line and know how to pass on the information. All the most up to date and efficient farming equipment and methods are in use here: the trainee can be sure that he is getting the best possible start in his new life.

Considerable attention has been given to make the living and working conditions congenial and the social amenities enjoyable. Full board and lodging is given free of charge at the main house, Sachel Court. The trainee is required to work a 46 hour week and is paid decent wages which are tax free and additional to what he receives in the way of pensions. No deductions are made: he is given full credit on his national insurance cards for the whole time he is at Springbok. A single man over 20 and without dependents earns £2 18s per week; a married man without children under 16 gets £5 18s; a married man with one child under 16, £6 8s and a married



A small community of retired seafarers live with their wives in a set of bungalows quite near the main house at Limpsfield. They live there as guests of the convalescent home. Permanent residence at Limpsfield is a way of rewarding a long lifetime of service in the merchant navy. All Limpsfield's retired seafarers have at least 25 years service at sea

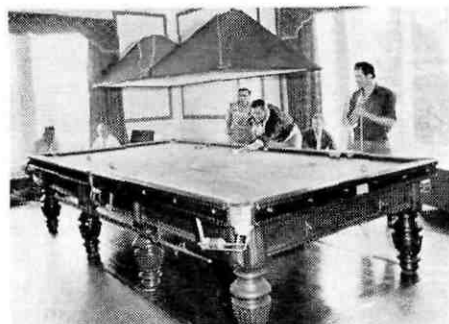


Competent instructors have the instruction in every branch of farming at Springbok well in hand. They are experienced in their particular line and know how to pass on the information. The trainees may rest assured that they are getting the best possible start in their new life on the land

man with two or more children under 16, £6 18s. These are weekly rates and trainees required to work outside normal hours – feeding livestock over weekends for example – are paid the usual overtime rate for agricultural workers of 5s 6d per hour. The sum of £2 is allowed towards the cost of working boots. Protective clothing is on loan. Twelve working days leave are given and the trainee has the use of two free return railway warrants to his home town.

Recreation facilities at Sachel Court are varied and give the men the fullest opportunity to relax after a hard day's work or at the weekend. They can watch television or listen to the radio, play darts, table tennis or billiards; there is a library well stocked with technical books and light reading matter; the Springbok Social club looks after a sports ground and keeps football and

Recreation facilities at Sachel Court are varied and give the men the fullest opportunity to relax after a hard day's work or at the week end. They can watch television or listen to the radio, play darts, table tennis or billiards; the Springbok Social Club looks after a sports ground and keeps sports teams going during the two seasons



cricket teams going during the appropriate seasons.

As at Limpsfield there is also a small community of retired seafarers attached to Springbok. Eight old sailors and their wives live the remaining years of their lives as the guests of the training centre, occupants of a delightful set of bungalows, situated in easy reach of Sachel Court. Springbok's welfare officer makes sure they are comfortable and do not go in want of anything.

They are an essential part of 'Springbok Village' and are always made welcome at the various social events arranged during the year.

The Memorial Society which provides the funds for Limpsfield and Springbok was able to get the latter off to a flying start with South Africa's generous donation of £200,000. But obviously profits made on produce and livestock sold are not at the moment sufficient to cover all the farm training centre's expenses. The additional funds needed and the money required to keep Limpsfield running must come from somewhere. Donations to the Memorial Society's fund are happily not lacking. Gifts from individual merchant seamen and officers in 1960 for example, made through the NUS came to over £5,000. Contributions were also received from the shipping companies, some of which came from collections aboard passenger ships, and from King George's Fund for Sailors.

Chairman of the Memorial Society's executive committee is Sir Thomas Yates, former General Secretary of the NUS. The National Union of Seamen, the Radio Officers' Union and the Merchant Navy and Air Line Officers' Association are all represented on the executive committee.

Any seafarer who has been declared unfit for further service at sea and yet who is not fully incapacitated for work, if he is interested in the possibility of farming as a career, may apply to do the Springbok training course. It is undoubtedly one of the finest schemes of rehabilitation in Britain.

Those who run the farm say that finding the men the jobs for which they have been trained is one of their easiest and most satisfying tasks. The farm manager who is responsible for the planning of each trainee's course of instruction has no difficulty in finding farmers who are willing to employ them after a satisfactory year at Springbok.

(Continued from page 114)

The Port Labour Council, which is the only body concerned with the port transport industry on which the dock workers are directly represented, will obviously have to be given wider powers in the future. At present its only function is to advise and recommend to the government, but when the decasualization process is properly under way some kind of joint body will have to supervise its operation. As things are, although the need for improvements in port workers' conditions is gradually being recognized, too many of the really important decisions are still being taken by the employers alone. Let us hope that the port workers will take advantage of their – perhaps temporarily – strong position resulting from the shortage of labour in order to make it clear to the employers and government alike that they intend to have a say in all decisions affecting their own conditions of employment.

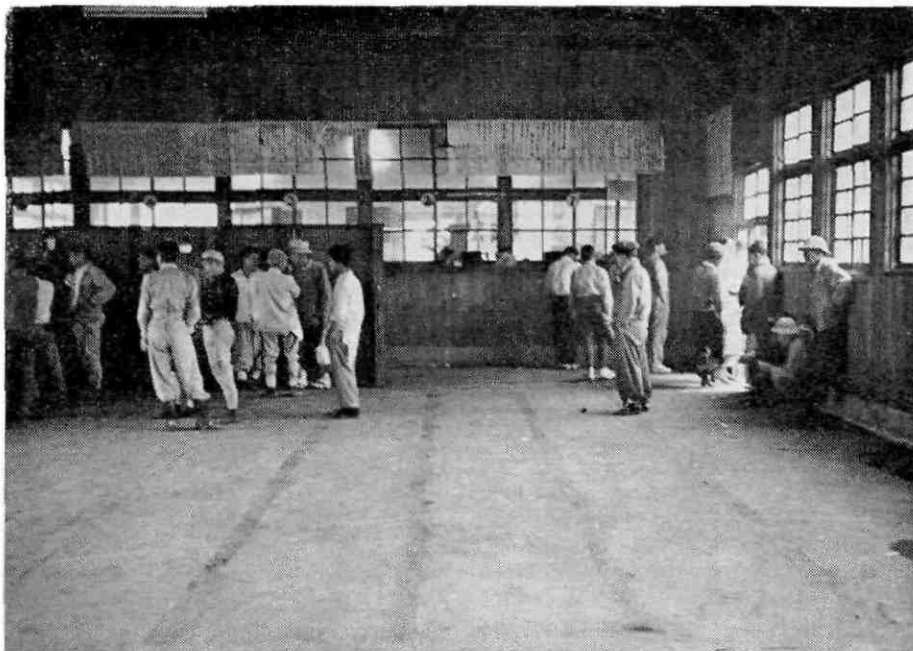
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will be set underway. The government has appreciated the need for having shipyard personnel properly trained in order to make these ventures a success. Several trainees have already been sent to Japanese and West German shipyards. Soon it is hoped that a far greater number of ships will be built in Indonesia itself.


The development plan also provides for modernization and extension of the country's harbours. An Indonesian study group recently made a tour sponsored by the UNO in the course of which they visited some of the world's important harbours, learning about equipment, harbour facilities and organization. All the major ports of Indonesia are scheduled for improvement under the eight year plan. Work has already started on some of the projects. A French firm is building an oil terminal at Tandjung Priok. The same company has recently built an ocean harbour at Bandjarmasin. West German firms have been contracted to do the construction work on a series of harbour projects, including floating docks for Surabaya and Tandjung Priok.

Our July issue will contain a number of articles on the trade unions of Finland, host country to the 27th ITF Congress.

Conditions of Japanese dock workers



Employers of port labour tend to rely on the day labourers and to restrict the numbers of permanent men they employ. Dockers are seen here in the hall of a PESO office, awaiting job calls. A large number have already been 'picked' by labour brokers

 ONE OF THE MOST significant characteristics of the Japanese economy is its high degree of reliance on overseas trade. The ratio of domestic consumption to exports in 1960 was 89.1 to 10.1. Moreover, because Japan is a long, narrow country, almost half of its internal transportation is conducted by coastal shipping, and it is therefore clear that cargo handling activities and the labour situation in the country's ports are extremely important factors in the national economy.

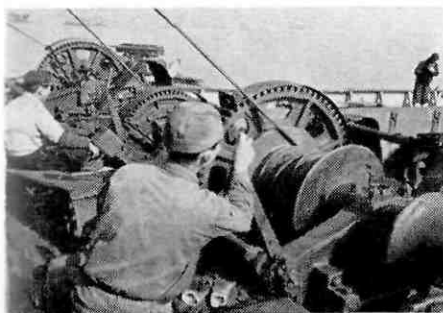
Cargo handling in Japanese ports is controlled by the government under the provisions of the Harbour Transportation Activities Law, 1951, which also lays down conditions for the registration of undertakings engaged in such activities at the ports where they operate. The majority of Japan's ports deal with internal trade, while overseas cargo is handled principally at the six major ports of Tokyo, Yokohama, Nagoya, Osaka, Kobe and Moji-Shimonoseki.

As a result of the removal of wartime controls which had allotted port operations to the supervision of only one undertaking at each port, and the post-war manpower surplus, the number of cargo-handling undertakings increased sharply, and the trend towards excessive competition became general. By the end of 1960 the number of such concerns had risen to 1,981, covering a total of only 86 ports. In order to counteract this multiplicity, the Harbour Transportation Activities Law has now been amended, and as from October of this year the former registration system will be replaced by a new and stricter licensing

system at all the country's registered ports.

However, this free-for-all among port employers, which is particularly noticeable at the larger ports, has had a very serious effect on the conditions of port workers. Stevedores are divided into two categories: permanent employees and day labourers. The key workers in each gang, e.g. winchmen, deckmen, etc., are usually permanent employees, and the remainder of the necessary work force, engaged chiefly through the Public Employment Security Offices established at the six major ports, is made up of the day labourers. Their conditions of work are governed by the need for cargoes to be loaded and unloaded in the shortest possible space of time and by the tendency for port activity to be concentrated at the beginning and end of each month as a result of accepted trade practices. Employers of port labour, faced as they are with stiff competition, therefore tend more and more to rely on the day labourers, and to restrict the numbers of permanent workers they employ.

However, from the long-term point of



Stevedores are divided into two categories, permanent and day labourers. The key workers in each gang — winchmen, deckmen, etc. — are usually permanent employees, and the remainder of the necessary work force, engaged chiefly through the Public Employment Security Offices, is made up of the many casual day labourers

view, this is not a sound practice. First, the post-war labour surplus has recently changed into shortage, and in order to keep the labour force up to strength and attract new recruits to port work it is necessary to introduce some form of decasualization so that more are employed on a regular basis. This will also help to bring about an improvement in the quality of port labour and will enable more positive measures to be taken in the field of welfare facilities, housing, etc, for the port workers themselves. Proposals to this effect have been put to the government by the Port Labour Council, a body composed of government officials, representatives of labour and management, and experts, and the Ministries of Labour and Transport are working out a scheme to achieve this end.

In September 1961, when the shortage of labour began to be felt as a serious threat to the port transport industry, the Ministry of Labour began a series of measures designed to attract workers to the ports. Hostels capable of taking 930 men have been built at the six major ports with the object of encouraging unemployed or redundant workers from other industries to take up port work. However, inducements like these are not likely to be very effective on their own. Employment conditions of Japanese dockers compare pretty unfavourably with these of workers in other similar occupations, for instance building trade workers who also perform heavy work out of doors. These poor conditions are a hangover from the history of paternalism and exploitation in port employment, and from the labour surplus of the post-war years. The existing welfare facilities are inadequate even to provide for the needs of the permanent employees, let alone the casual labourers.

Working hours in the ports have always been longer than in comparable outside industries, and the present shortage of men has meant that even longer hours are being demanded of the existing work force. In addition, wages in the industry have not kept pace with the increase in the unit work load of the dockers, and inevitably some of the casual

labourers have sought employment in other less arduous, better paid jobs.

As might be expected, there has been pressure from the dock workers' organizations for higher pay, and as a consequence the Ministry of Transport sanctioned an increase in port charges by the employers on the understanding that the surplus profits would be used to raise wages and for the improvement of welfare and other facilities, such as canteens, hostels, baths, medical facilities, etc. These of course will still be mainly for the permanent employees, but where it is recognized that such facilities are necessary for the day labourers, they are being provided, particularly in the case of housing. When the Employment Promotion Projects Corporation, a government organ, provides these facilities, they are regarded as coming under the Unemployment Insurance Law and the capital for this purpose is granted from the special account of the Unemployment Insurance.

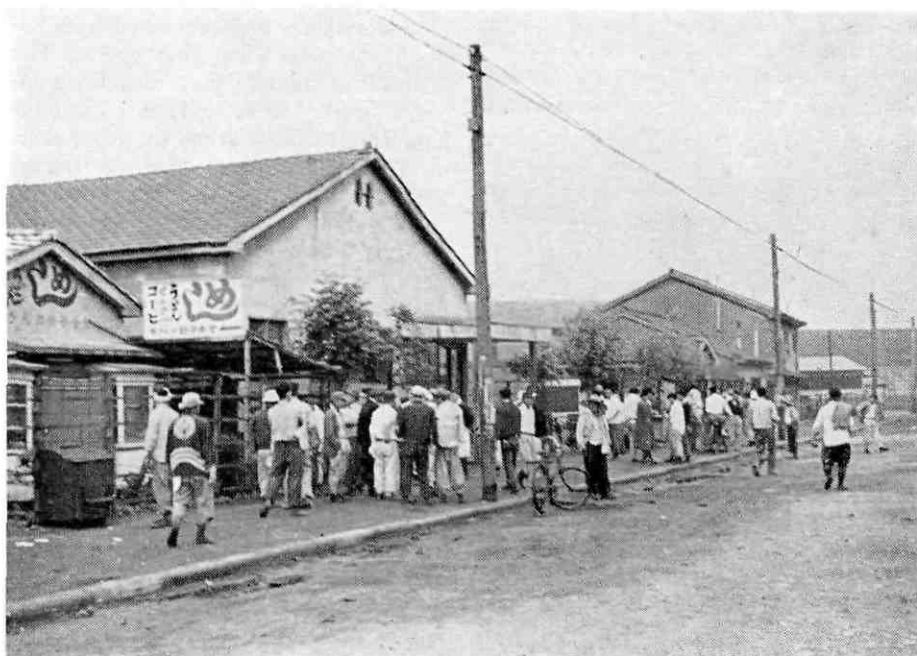
In order to counteract the extremely high accident rate in the port transport industry, which is more than five times that of Japanese industry as a whole, the Ministry of Labour revised the Regulations on Labour Service and Sanitation in November last year on the basis of recommendations made by the Central Labour Standard Council. The Ministry is also studying the possibility of enacting new regulations for maritime cargo handling facilities based on the Maritime Safety Law. By these measures Japanese law (according to official sources) now

conforms to the standards laid down in International Labour Convention No. 32, Protection against Accident (Dockers) (Revised).

Finally, a word about a body which has already been mentioned as having made the original recommendations on the decasualization of port labour and the provision of improved facilities for port employees: the Port Labour Council. This Council is composed of representatives of management and labour, together with officials from the competent government departments and experts on port operations. Since its formation in 1956 it has conducted field surveys and other investigations and has submitted its opinions and recommendations to the government on five occasions. The most important of these recommendations, apart from the one concerning decasualization, include: the establishment of a form of registration card for permanently employed dock workers, establishing conditions of employment, under the sole supervision of the port employers' associations; measures to ensure that a proper record is kept of labour expenses by the employers, including the proportion spent on wages, the cost of safety measures, welfare facilities and retirement allowance schemes; higher standards to be required from cargo handling concerns requesting registration under the Harbour Transportation Activities Law; arrangements to ensure security of employment for dock workers.

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Dockers in the street outside a PESO office. The poor conditions in which Japanese dockers work are a hangover from the history of paternalism and exploitation in port employment, and from the labour surplus of the post war years. Existing welfare facilities are inadequate even to provide for the needs of permanent employees, let alone the many casual labourers



News from the Regions



New industrial relations officer for Malayan railways


 INCHE MOHAMMED YUSOFF BIN MOHAMMED NOOR, a life-long trade unionist, for 12 years President of the Penang Municipal Services Union and a former President of the Malayan Trades Union Congress, took up his appointment as the Industrial Relations Officer of the Malayan Railways.

Br. Yusoff brings to his new appointment a wealth of experience, having been a workers' representative on many statutory bodies such as the Wages Council, and an Arbitrator under the Industrial Courts Ordinance.

In 1953, he visited the United States on a leadership grant and in 1958, Australia, under the Colombo Plan.

In his new appointment, made under a recommendation of the Railway Inquiry Commission, he will deal largely with the ITF-affiliated Railwaymen's Union of Malaya who have sent him a letter welcoming his appointment.


New deep sea fishing enterprise in the Philippines

 A NEW FISHING ENTERPRISE called the Mindanao Fishing Company Incorporated has commenced operation with four deep-sea fishing boats recently purchased from Japan.

The new company employs 27 Japanese technicians and 100 Filipino crewmen. The Filipinos will understudy the Japanese technicians who will train them in modern deep-sea fishing techniques. The trainees will take over when the contract of the Japanese technicians expires.

The company proposes to give similar training to 100 Filipinos every year to provide the country with a resource of deep-sea fishing technicians.

Taxis woo fares with music


 KEEN COMPETITION between taxis and buses operating between towns in South Malaya recently forced bus companies to reduce fares by 30 %.

Taxi owners countered, in different


fashion, by installing radio sets and portable fans to provide entertainment and comfort to passengers. Some have been picking up passengers at their homes, whilst one taxi stand provides Chinese tea to passengers waiting for other seats to fill up.

However, bus companies remain unperturbed and say the reduction of fares has had its effect — more passengers than before are travelling in their buses.

Malayan trade unionist receives study grant

 BROTHER V. DAVID who is a member of parliament and general secretary of the ITF-affiliated Malayan Transport Workers' Union, has been awarded a study grant by the British Commonwealth Relations Office. This will enable him to study in Britain the problems facing transport workers and the working of the dock labour offices and head offices of the ITF and the British TUC.

CTV publishes new journal

 WE HAVE RECENTLY RECEIVED the first number of a new monthly journal, published by the Venezuelan Confederation of Labour (CTV), entitled *Jornada*. Our interest was particularly attracted to this paper because it contains an article on the menace of flag-of-convenience shipping. This reports the adoption of a resolution at the CTV's Fourth Congress on the struggle which has to be waged in Venezuela against ships flying flags of convenience, the effect of whose operations has begun to make itself felt in the increasing amount of unemployment among Venezuelan seafarers. The problem is especially serious in the tanker trade as the large oil companies operating in Venezuela are beginning to transfer their ships to flags of convenience. In one particular case, that of the tanker 'Esso La Salina', which was transferred to Panamanian registry not long ago, the crew, although they were not dismissed outright, have the threat of dismissal hanging over their heads. The owners are now in a position


to hire cheap labour in any port, thus throwing Venezuelan seafarers out of work and increasing the risk that if nothing is done further ships will be transferred to flag-of-convenience registration.

The Executive Committee of the CTV agreed to hold a joint meeting with the executives of the petroleum workers, the port workers and the transport workers, with the aim of discussing steps to ensure that their members are adequately protected against this threat. These steps are of two kinds: direct trade union action against flag-of-convenience vessels; and bringing the necessary pressure to bear on those governments which by providing cheap registration facilities permit the continued existence of this international racket, since these flags provide a 'convenient' escape from the taxes of the real countries of origin of the ships concerned. The CTV recognizes that if any direct action is taken the trade unions will have to seek the aid of the international movement, particularly as there is a possibility of calling for a boycott of tankers in other countries.

Jornada's first edition makes an extremely good impression: clearly printed, well laid out and full of excellent material. The front page carries a message of greeting to the working population of Venezuela from the country's President, Rómulo Betancourt. The articles cover a wide variety of subjects of interest to trade unionists. A lot of space is devoted to various aspects of the problems facing agricultural workers. The Cuban problem which has a particular significance for Venezuela, both because the two countries are so close to one another and because they provide contrasting examples of socialist societies in Latin America, is dealt with in two articles, and a further article reports on the prospects of success of the Alliance for Progress approved by the American States at Punta del Este.

We congratulate the CTV on its new publication, and shall look forward with great interest to receive further issues.

Uneven economic progress in Asia


 THE AVERAGE RESIDENT OF ASIA has seen 'very little improvement indeed' in productive capacity or level of consumption during the past decade, except in the fields of education, health and communications. This is the conclusion reached by the 1961 survey prepared for the eighteenth annual conference of the Economic Commission for Asia and the Far East (ECAFE) held in Tokyo recently.

The survey states that almost all of the eleven countries in the ECAFE region raised their level of output during the fifties. This rise was, however, uneven between countries and within them, and had to be spread over large populations. 'With a few exceptions, therefore, the progress made hardly met the challenge of extremely low living levels.' The principal exception was Japan, with its industrially advanced economy and 'highest rate of saving, investment and economic growth in the whole world.'

The survey suggested among the main reasons for the poor results:

- the existing low level of income made it impossible to devote a large enough proportion to increasing productive capacity, even with substantial foreign aid;
- failure to use even a relatively low level of investment in underdeveloped economies for attaining the greatest potential benefit. Too little had been invested in direct production;
- the traditional investment concept had proved inadequate;
- 'imbalances' in the use of human resources, with housing and education, for instance, inadequately related to economic needs;
- unevenness in increasing savings in different countries.


Japan expands her ports

 AT A CABINET meeting held earlier this year, plans for the implementation of the five-year scheme for the expansion of ports in Japan were formally worked out. The five-year scheme extends to 1965 and has been allocated a sum of ¥250 billion. Expansion and modernizing of ports to accommodate the increasing number of large vessels and greater port efficiency in the handling of import-export cargoes is envisaged in the scheme.

Following the meeting, it was disclosed that the development scheme would undertake the expansion of 63 berths in the ports of Tokyo, Yokohama, Nagoya,

Osaka, Kobe and Moji; the improvement of waterways, anchorage and breakwaters of industrial ports and the expansion of coastal port facilities.

Court decision favours Indian workers

 THE INTERESTS of all-Indian workers were well served by a recent decision of the Madras High Court. As it was of considerable importance to railwaymen in India, the Bombay Railway Herald gave prominence to the matter in one of its issues.

The decision declared that in the event of a workman's death resulting from his failure to obey safety instructions his relatives need not be deprived of the consolatory compensation due under the provisions of the Workmen's Compensation Act.


The decisions arose from consideration of the case of three workmen employed under a contractor in the Manimuthar Headworks in Tirunelveli District on May 29, 1954, killed by a landslide following blasting operations, whilst having lunch nearby, despite the warning to vacate the hazardous area.

Under the provisions of the Workmen's Compensation Act, the Government was responsible to pay monetary compensation to the relatives, but in this case, a petition was filed to make the contractor indemnify the Government in respect of the liability. The presiding judge of the High Court rejecting the petition held that the circumstances of the workers remaining in the area concerned despite the specific prohibition, freed the contractor from any liability.

In the subsequent appeal by the Government before the Division Bench of the Madras Supreme Court, the presiding judges ruled to the effect that the accident had occurred during the course of employment; and that disobedience of an express injunction was no bar to compensation in the event of death.

The editorial of the Railway Herald considers the judgement a legal pronouncement of importance for the railwaymen, as in some cases compensation is refused on the plea that the staff had neglected safety instructions.

Indonesia's shipping

 THE KEY to Indonesia's economic life is her shipping industry. Ships are of vital importance in a country which consist of groups of islands, all of which are economically important to the nation as a whole. The need for ef-

ficient sea-going transport is ever increasing as Indonesia develops her industries and resources. Ships must be found to transport workers and equipments to regions where development projects are in progress. Mobility of population is greater now than ever before in Indonesia. Ships are needed to assist in resettlement plans designed to ease overpopulation on certain of the islands. These needs are quite distinct from the normal requirements for commercial and passenger traffic, particularly for the transport of produce to centres of export and redistribution.

Until recently Indonesia had been almost entirely dependent on foreign shipping in these requirements. Till the end of 1957 inter-island and ocean-going sea transport was largely in the hands of the Dutch, although a national company PELNI did begin operating in Indonesian waters in 1952. The aims in the first phase of the present development plan is for 10 per cent of the required cargo capacity to be met by Indonesian vessels. Impressive beginnings have been made. Last year the Indonesian merchant flag was carried into European waters for the first time by the 10,000 ton 'Setia Budhi', the first vessel to operate a permanent monthly service between Indonesian ports and Europe started by the state company, Djakarta Lloyd. When PELNI took over from the Dutch company which had been working Indonesia's shipping routes till then, it had only 12 ships with a total tonnage of not much more than 750,000. In 1957 the Indonesian Government owned 104 ships totalling 6,925,384 GRT for inter-island transport. By 1961 this figure had more than doubled. 252 ships were then in service and the total tonnage had increased fourfold to 25,300,282 GRT.

In spite of these great strides forward the country's growing economic activity is placing new demands on shipping. Indonesia's first eight-year plan, which was initiated in 1960, also embraces shipping and it is hoped that by 1968 the total tonnage in the coastal trade will amount to 650,000 dwt. Orders have already been placed, mainly abroad, in order to reach this target - 18 vessels in 1960 and a further 36 in 1961.

Indonesia's own shipbuilding industry is as yet in its infancy. Four of the country's yards are in Djakarta, two in Surabaya and one on the north coast of Java. Under the eight-year plan these

(Continued on page 112)

(Continued from page 121)

new transport facilities and to permit railways to operate supplemental modes of transportation;

5. To bring unregulated types of transportation within the general regulatory framework;

6. To study the mass transportation problem in greater metropolitan areas;

7. To build an adequate reserve capacity for national defence into our long-range transportation programme; and

8. To minimize and cushion harmful or dislocating effects upon employees which may result from inconsistencies and inequities in transportation rates and services.

'The National Transport Commission should not meet the whole problem alone,' says the Report. 'There is a need for Federal leadership – especially governmental agencies. There must also be co-operation between government, management and labour to get the job done.'

'Time is of the essence,' it goes in, 'especially in view of the gravity of our domestic and worldwide problems. If we continue to deal with railroad problems in a series of disconnected emergency actions, we act only at our peril. We must start at once to attack transportation and railroad problems with the firm and bold action needed to move forward. The hour is late and the time is short.'

(Continued from page 124)

top deck from the earth's atmosphere than from her reactor.

Even in the event of the worst imaginable accident occurring to the reactor, the *Savannah* is designed to be 100 per cent safe.

As summed up by the US Maritime Administration and Atomic Energy Commission, the *Savannah* has four major missions to perform. These are:

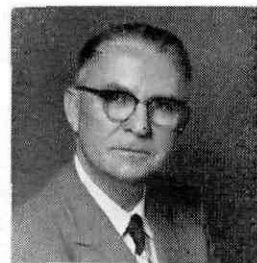
To demonstrate the use of nuclear power in a peaceful manner for the benefit of mankind.

To enable people everywhere to become familiar with the fact that nuclear-powered ships are entirely dependable and safe.

To win acceptance for nuclear ships in the ports and harbours of the world.

To provide an opportunity for all interested groups and individuals to study and evaluate the worth of atomic energy as a means of providing power for ship propulsion.

A. E. Lyon,
former Executive Secretary
US Railway Labor Executives'
Association



Profile of the Month

AT ITS MEETING in the middle of April, the ITF Executive Committee decided to record its deep appreciation of the services Brother Arcon E. Lyon, former Executive Secretary of the US Railway Labor Executives' Association, had rendered to both the Committee and the ITF over the years. This was a singularly fitting gesture of appreciation to a man who for so many years has devoted himself assiduously to the interests not only of the US railroad workers but of railwaymen throughout the world.

With these sentiments go the ITF's best wishes for continued fruitful work in his new sphere of activity – as appointed labor member to the US Railroad Retirement Board.

As such, A. E. Lyon will help to administer the US Retirement Act which he had played a key part in improving over the years. His transfer to that sphere will of course mean the severance of his closer association with the ITF by virtue of his former position as Executive Secretary of the RLEA. In that capacity and as a long-standing member of the ITF Executive Committee, Bro. Lyon invariably displayed an extensive interest in and knowledge of world industrial and trade union affairs, especially in the emergent countries of Africa, Latin America and Asia, which made his contributions to discussions in both the Regional Affairs Committee and the Executive Committee of particular value. It was characteristic of Art Lyon that these contributions to ITF counsels were never frequent – he invariably spoke only when he felt he had something worthwhile to say. When he did speak, however, it was to do so incisively and with an authority stemming from a wide knowledge of his subject. His manner of presentation reveals a man of wide sympathies allied to a detailed grasp of his subject. Innately modest, to the point of giving the impression of being reserved, he nevertheless clearly expected those who worked with him to bring to their tasks the same sincerity of conviction that he himself displayed and to put as much into the job as he did himself.

A. E. Lyon is, of course, first and

foremost a railwayman. He started his career as such in 1919 as a signal helper on the Southern Railway; became President of the Brotherhood of Railway Signalmen in 1934 and subsequently served for five years as Vice-Chairman of the RLEA before being elected to the full-time post of Executive Secretary in 1945. Although necessarily primarily concerned with the US domestic labour scene and particularly as affecting railwaymen, he nevertheless evinced a keen understanding and knowledge of the aims and aspirations of the international trade union movement. He has always considered that the regional activities of the ITF were among the most significant of the Federation's labours at the present time and both he and the RLEA have given practical expression to this belief by the provision of men and material to assist in furthering ITF efforts in Africa, Asia and Latin America. In this connection he has shown a keen interest in the training United States trade unionists for work in the regional field.

A. E. Lyon is a man with his feet firmly planted on the ground. His approach to the manifold tasks and problems he is required to tackle, whilst imaginative and flexible, is nevertheless essentially matter-of-fact. As a keen angler – when he can find the time – he knows the value of patience, careful preparation – and the importance of doing the right things at the right time in the right place, and with the right 'bait'. Although himself no seeker of the lime-

(Continued on page 109)

Railway mergers in the USA

A threat to the economy

Leon Keyserling, a noted economist — he was chairman of the President's Council of Economic Advisors under the Truman presidency — has written a report on the threat to the US economy represented by an unchecked move towards rail mergers. His report and conclusions are endorsed by all the US railwaymen's trade unions



THE MOVE TOWARDS RAILWAY MERGERS in the US carrying with it the implicit threat of redundancy for thousands of US railwaymen has prompted the railwaymen's unions to seek ways and means of bringing the problem before the public in the hope of bringing about a temporary halt to the merger process and the establishment of a body (a National Transport Commission) to develop long-range policies and programmes in this field. These proposals were contained in a report (published in February) submitted by Leon Keyserling (a former chairman of the council of economic advisers to the President of the US) and are supported by the Railway Labor Executives Association, the body to which practically all the US railwaymen's unions are affiliated and which itself is affiliated with the ITF. In a foreword to the report (published under the title 'The Move Toward Railroad Mergers') the RLEA chairman, G. E. Leighty, points out that, whilst the study represents the author's independent work and conclusions, the RLEA generally endorses its contents. In particular, Leighty stresses that US railway labour does not oppose railway consolidations *per se*; it is however actively opposing most of those at present pending in the conviction that they can but serve to shrink existing railroad capacity and service with consequent detriment to the public's needs and the nation's evolving economy.

Inevitably, all the major US railwaymen's unions have gone on record with full summaries of the 102-page Report as well as with comments. Among these unions is the Brotherhood of Locomotive Firemen and Enginemen from whose 'Magazine' we reproduce a summary of the Keyserling Report and comments thereon.

Railway labour can expect *only* increased unemployment, further abandonment of services, and more drastic shrinkage in the nation's railroad plant and facilities resulting from the proposals for unlimited combinations of already massive railroad corporations. In essence, Keyserling sees the same results. He projects the effect of these results into the five-to-ten year future of the US railroad industry and also shows how the rail

merger pattern — if allowed to continue — would torpedo the economy as a whole and dangerously cripple the nation's transportation system in *peacetime* — without even considering the possibility of the United States being made a 'Dead Duck' in case of war because of no transport facilities.

Mergers, promise or menace?

The report pounds home a warning to



This photo depicts a scene during the early 'pioneering' days of the US railroads. In a comparatively few years an entire continent was opened up. There were railroads where there were no roads. Today, of course, tells a different story with a vast network of first-class roads offering facilities for rapid transport of passengers and goods by motor vehicle

the nation with this statement: 'Wrong answers to the merger problem may be in the offing because the right questions are not being adequately wrestled with nor even sufficiently raised. The major issue is not whether railroad mergers would be good or bad for the railroads, their management, their stockholders or their employees. The major issue is whether further mergers would be good or bad for the country'.

The noted economist believes unlimited rail mergers to be bad for the country. It follows, then, that if the country as a whole would suffer from merger effects, then in the long run the railroads, their management, their stockholders and their employees would likewise suffer. This is pointed out emphatically in Keyserling's statement: 'The danger is in mergers carried forward without proper criteria, guided by the purpose and interests of a few, who may well be in error even as to their own self-interest in the long run.'

National needs

The United States needs, and must have, a railroad plant which will meet two essential requirements:

- 1) to provide the transportation facilities necessary for a progressive national economy – not only when functioning at the present deflated or downward pattern but also when considering the two and one-half per cent to five per cent national growth rate over a projected span of years, and
- 2) to provide for the 'life or death' needs of a possible national emergency in event of war – a possibility which even now creates a 'defence oriented' economy and serious concern in all phases of government.

In amplifying on the first requirement, the Report states that most rail merger proposals measure future needs of the transportation industry on the basis of the plant that is actually necessary to accommodate today's business. It shows that even with the economy limping along at the low two and one-half per cent national growth rate, the increased demands of this national growth will require a larger rail plant and more facilities within a short period of time. With a five per cent annual increase in the national growth, or a national emergency arising, the railroads would be called upon for a transportation job unequalled in their history. *Keyserling warns that the railroads will find it impossible to meet their obligation to the nation if they continue*

current proposals and plans to shrink their property further.

On the question of providing transportation service during a national emergency, Keyserling says that here is where the railroads are more directly and necessarily tied to the public interest. He finds that railroad planners are not making allowance for a reasonable increase in capacity for defence needs, even for a condition far short of total war! Keyserling pleads with the railroads voluntarily to re-examine some of their basic attitudes and reform some of their present policies to better serve the public interest. *'But if the railroads need more or better promptings, guidance, regulation or financial assistance – or all of these in combination – to serve the public interest as it should be served, then so be it', he says.*

Downgrading the economy

It has been established that a four-to-five per cent annual growth rate is necessary for a healthy economy and full employment. The low average growth rate of two and one-half per cent over the past eight years is not enough to absorb the annual increase in the labour force and the results of increased productivity through technological advances. Other contributing factors have been the succession of small booms, periods of stagnation, recessions and inadequate recoveries – all of which have contributed to the present large unemployment problem in the United States.

But another factor adding to this unhealthy situation has been the scaling downward of goals and purposes which has permeated both the public and private sectors of the economy. For example, the adjustment of the federal budget to what a stunted economy can afford, instead of to what is necessary for the full use of plant and manpower resources.

In focusing on the railroad industry, the same pattern is found. We hear of the financial crises on the railroads, and on all sides we see disconnected 'emergency' efforts to further shrink and contract the railroad plant and services to meet these crises. Mergers, station closings, elimination of mail and line passenger trains are all listed as 'emergency actions'. No effort is being made to view the railroad industry in terms of the *necessary needs* for the American economy with an adequate reserve in terms of national defence. No thought is given to the fact that the railroad industry must contribute toward the accomplishment of



RLEA Chairman, G. E. Leighty, at the microphone. He is flanked by A. E. Lyon, Executive Secretary of the RLEA who has recently accepted the post of labour representative on the tripartite US Railroad Retirement Board. The RLEA endorses the findings of the author of the report on the nature of the threat to the US economy of continued uncontrolled railway mergers

essential national goals and purposes.

Business, employee and productivity trends

The Report outlines economic trends in the rail industry in recent times. There is no questioning of the fact that the industry has lost ground. It shows that the railroads' share of total inter-city freight traffic was 75 per cent in 1929. It had dropped to 44 per cent of the total traffic by 1960. During this same period the share of total traffic carried by motor vehicles increased from one-thirtieth to one-fifth. Pipelines gained from 4 per cent to 10 per cent of the total and water carriers held steady at approximately 17 per cent of the traffic from 1929 to 1960. The rail loss in freight traffic is especially significant when contrasted with a gain of more than 117 per cent for total inter-city freight traffic.

The loss in passenger traffic caused an even blacker curtain of despair to surround railroad planning. In 1929 the railroads enjoyed 77 per cent of the total amount of commercial inter-city passenger traffic. Buses carried 15 per cent and airlines were in their infancy. By 1960, the railroad share in passenger traffic had fallen to 27 per cent. In this same period buses increased their share to 26 per cent and the rapid climb of air traffic had gained the airlines a 44 per cent share of the passenger market by 1960. It is important to note that during these years of a decline and loss in railroad passenger business, the impact of a wartime economy in 1944 caused the rail to bounce back into the passenger

business picture to the extent of 76 per cent of the total traffic. This situation could arise again and it is doubtful if the rails could do the job for the nation if they continue present plans of downgrading and contraction in the industry.

Equipment

Physical plant contraction is shown by these figures. For all in-haul railroads, the mileage of road-owned track declined from 249,000 miles in 1929 to 217,000 miles in 1960, a cutback of 12.9 per cent. In the same period the mileage of track operated declined from 427,000 to 383,000 miles, a drop of 10.3 per cent. Locomotives in use by Class I railroads in 1929 totalled 59,500. In 1960, only 29,000 locomotives remained in use. Freight car trends show the same situation; cars in service dropping from 2,305,000 in 1929 to 1,660,000 in 1960.

Of special interest here are the effects of technology. Larger freight cars have resulted in a 5 per cent increase in carrying capacity per car. In addition, a definite and long-term trend in increased tractive power in locomotives has resulted in the doubling of production per locomotive even though the total number of locomotives has decreased.

Total passenger cars in service dropped from 62,500 in 1929 to 28,500 in 1960. The number of Pullman Company cars in use also fell from 9.3 thousand to 2.7 thousand.

Employment

Railroad employees have suffered a terrific loss of employment opportunities in the period covered by the Keyserling study. In 1929, 1.7 million workers were

employed by the Class I railroads of America. Reflecting a low overall growth rate in the economy, technological advances, and industry contraction, total employment fell to 780,000 by 1960.

Keyserling uses the year 1939 as a base year representing an index figure of 100, and shows that by August 1961, railroad employment had fallen to an index figure of 74.2. In vivid contrast, the employment index for all transport and public utilities was up to 131.8 by 1961. The index figure was up from 160 to 274.6 for other phases of the economy, including manufacturing, wholesale and retail trade, finance, insurance, real estate, service and miscellaneous trades. The figures cited here show the almost unique degree to which workers in the railroad industry have suffered the loss of employment opportunities.

Keyserling states that the hardships falling upon displaced workers in the rail industry might be considered tolerable within the economy as a whole if employment opportunities elsewhere were expanding sufficiently to absorb those dispossessed in the rail industry. But such is not the case. On the contrary, in spite of previously mentioned gains in other industries, there is not enough to take care of the annual influx of new workers into the labour force and also absorb employees dispossessed by the rail industry. As a result, the level of chronic national unemployment has risen seriously in almost all important sectors of the American economy since 1953. 'This study should put a quietus upon much popular propaganda to the effect that unemployment in the rail industry is just a natural progressive shift to another sector of the economy caused by technological advances and changes in consumer demands,' says the noted economist.

Employee productivity and earnings

One section of Keyserling's report has handed rail labour a real 'stump buster' with which to blow the lid of misinformation off the subject of employee earnings and productivity. Again using 1939 as the base year equalling an index figure of 100, Keyserling shows that revenue traffic units per man hour (the accepted index for measuring rail productivity) rose to 135.7 in 1947 and shot up to 219.4 by 1960. During the same periods, the average hourly pay of rail employees remained practically unchanged at 100.1 through 1947, and rose to 166.9 by 1960.

By comparing these figures, we find that from 1939 to 1947, average hourly pay remained virtually unchanged while productivity advanced almost 36 per cent. From 1947 to 1960, there was a slight catching-up process in average hourly pay as related to productivity, with the hourly pay advancing 67 per cent while the productivity advanced 62 per cent. However, for the entire period from 1939 to 1960, the average hourly pay rose only 67 per cent while employee productivity rose more than 119 per cent, almost twice as much. In short, the railroads have gained a 119 per cent increase in productivity for only a 67 per cent increase in wages over the last 20 years.

A management Fallacy.

Keyserling notes that similar trends have affected other phases of the economy in recent years and he believes that this is a major factor in the failure of purchasing power in the American economy to keep pace with advances in technology and productivity, thereby furthering chronic idleness of manpower and plant. 'Yet more and more,' he says, 'the refrain is heard that excessive wage increases forced by the power of labour organizations, contribute to a low rate of economic growth and cause increasing idleness of manpower and plant.' The economist's study proves this tired old management refrain to be false.

A look at the future

The Report looks into the future of the rail industry, listing expectations and goals for the railroad through 1965 and 1970. Using the 2½ per cent and 4 per cent growth rates again, Keyserling lists what growth the industry can expect and suggest goals consistent with requirements of the national economy and interest. It is important to note that he sees a pattern of further decline in rail employment. At the high national growth rate of 4 per cent, he estimates a 5,000 rise in total employment by 1965, then a decline of 10,000 by 1970. At the low 2½ per cent growth rate, he sees a further loss to 675,000 employees by 1965 and a decline to 590,000 by 1970. 'Such a decline would be general in all categories,' he says, 'except perhaps for executives and officers. And it would be very severe for maintenance workers and train-and-engine-service employees.' The reader cannot escape wondering how an emaciated, skeleton working force of 590,000 railroaders would cope with the

An engineer, taking over the throttle of the Baltimore and Ohio diesel engine, waves a cheery 'hallo'. It may well be — if not for him, then for others — a not so cheery 'good-bye' if the trend towards increased mergers on the US railroad continues unchecked bringing redundancy for many railwaymen in its wake (A Nate Fine photo)





Considerable publicity is being given to the US railwaymen's drive to halt uncontrolled railway mergers in the US. Leon H. Keyserling, author of an extensive report on this subject is here seen giving top national newsmen a preview briefing on his findings on the impact of railroad mergers on the US national economy. His report has been published under the title 'The Move towards Railway Mergers — a great National Problem' and is summarized on these pages

country's mass transportation job in a national emergency. Keyserling states that his projections make no allowance for a mobilized economy or national defence contingencies and that it would be prudent to add to these projections in order to have a reserve capacity in view of the unpredictable world situation.

Railroad finances

Through accelerated merger efforts and other 'emergency' measures, the railroad industry is still budgeting and planning its services and employment to conform to a 'limping economy' and a concentration of the railroad plant. The main reason advanced for this policy is a 'financial crisis.'

Keyserling says the 'financial crisis' of the railroads has been greatly exaggerated! It is true that railroad income in general has moved downward in recent years, but this very fact is directly connected with the contraction of the railroad plant and the abandonment of numerous services and facilities.

'Figure juggling' also enters the picture as many railroads strive to exaggerate their financial plight. They focus attention on a lower net income figure, which, in reality, has been created partly by setting aside larger deductions for depreciation and retirements.

Keyserling proves this to be true by showing that the total cash flow on the railroads has remained comparatively steady since 1941. But by deducting larger amounts for depreciation and retirements, the carriers have been able to

shrink net income.

As more proof of the rails' manufactured and exaggerated financial crisis, the report shows that cash dividends to shareholders, as a per cent of equity, were very much higher in 1960 than they were in the boom years of 1941-1945 even though 1960 was a recession year with lower volume and lower profits.

Another factor shedding some light on the 'cloudy' portrayal of a rail financial crisis is the per cent of stricken railroads operated by receivers or trustees. Today only 1.2 per cent of total rail mileage is under receivership. In 1950 there was 5.2 per cent. In 1940, the figure was 30.6 per cent. In short, exaggerated portrayals of a financial crisis are being used as the excuse for merger proposals, under the erroneous assumption that more contraction of plant and services would remedy the financial difficulties. Keyserling says the railroads are chasing futility with this thought because the record shows that the only way to an improved financial position is business expansion and an improvement of railroad plant and services. Furthermore, once a contraction through merger was effected, it would be practically impossible to reverse.

A national transport commission

There is a dire need for a nationally integrated and guided approach toward solving the national transportation problem. It must include constructive action to solve the railroad problem in particular but must be guided by necessary consideration for the public need and national requirements. The disintegrated and 'willy-nilly' merger efforts of the railroads are akin to 'lashing out in all directions' without thought of the overall consequences.

Keyserling proposes an immediate temporary halt in the processing of merger proposals and the establishment of a National Transport Commission to solve this problem.

The halt in pending merger actions would provide time to substitute thought for fears, analysis for propaganda, and a rational long-range approach for the dangerous series of disconnected emergency actions. 'The temporary halt,' says the economist, 'should be imposed by the Interstate Commerce Commission or by such action by the President or Congress as may be necessary to accomplish this purpose. The temporary halt would provide time to devise methods which

would substitute effective employment opportunities for displaced railroad workers unable to find jobs elsewhere, and would permit a sensible fusing of adjustments in railroad plant and services with full consideration for the long-range national goals and needs.'

The establishment of a National Transport Commission would create a public agency sufficiently broad in scope to deal with all forms of surface transportation. It could coordinate disjointed planning in the rail industry to the benefit of the railroads themselves and still follow a long-range programme based on national interest and necessity. 'Such a Commission,' says Keyserling, 'would need to rely heavily upon guidelines and perspectives developed in the President's Economic Report and the Budget Message to Congress; and it would give practical recognition of the need for adequate reserve capacity requirements in terms of national defence.'

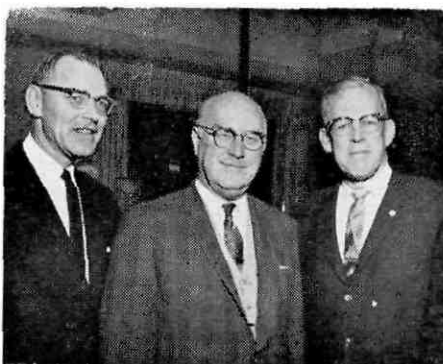
The Commission should have these basic functions:

1. To develop a long-range programme for the nation;
2. To weight national costs against national benefits so that transportation rates reflect the actual costs of services.

Keyserling believes that carriers which use facilities provided through public funds should pay a fair share to the public treasury for the use of such facilities;

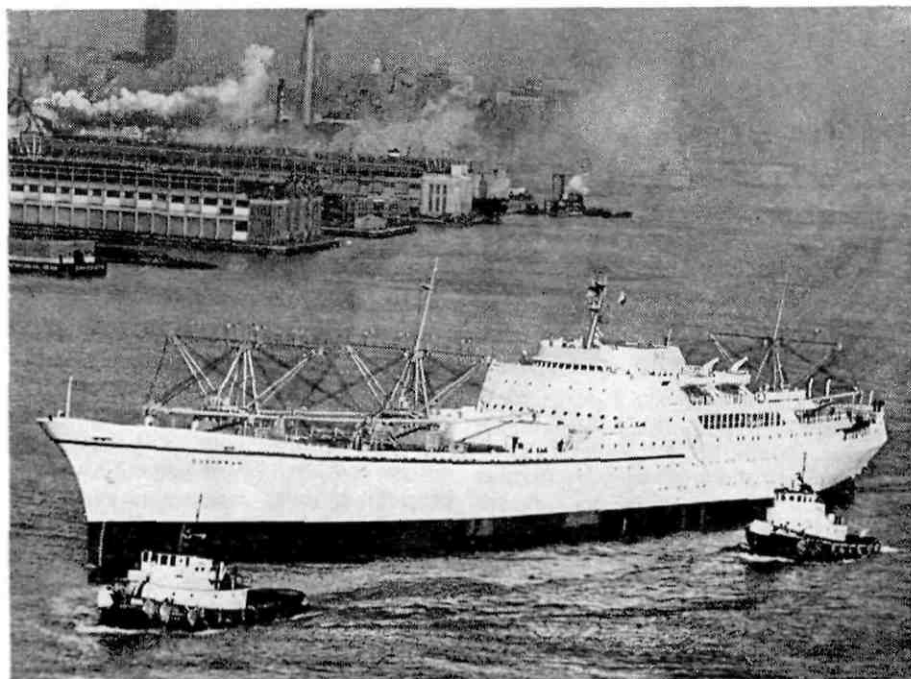
3. To undertake a fundamental revision of the rate structure which at present not only allows destructive competition but also permits artificially high rates to protect competing modes of transport;
4. To decide on the necessity of creating

(Continued on page 116)




Our photo shows (right) H. E. Gilbert, International President of the US Brotherhood of Locomotive Firemen and Engineers, posing with two US Congressmen who were among the many US legislators and government people present when the Report on US rail mergers was presented

The Savannah: the first nuclear - powered merchant ship



On its maiden voyage — the first nuclear-powered merchant ship. The Savannah is here seen making its way down the Delaware River for its first trip to sea. She can travel for 3½ years without refuelling and may lead to many new developments in ocean shipping

 AT THE END OF MARCH, the *Savannah*, the world's first nuclear-powered passenger and cargo vessel tested her reactor at sea off the coast of Virginia. During her two-day voyage, the *Savannah* brought her nuclear power plant into operation at high power and thus made history as the first merchant ship to sail under the power of the atom. Before being put into service later this year, the *Savannah* will be put through more rigorous sea trials. One of these was due to take place in April when the vessel's reactor was to be brought up to full power.

We are indebted to 'Science Horizons', a monthly review of American scientific progress published by the United States Information Service for permission to reproduce this article and the accompanying photographs.

The *Savannah*, which can travel for 3½ years without refuelling, may lead the way to many new developments in ocean shipping. She has been described as the most remarkable surface ship to be built since Robert Fulton launched the steamship *Clermont* in 1807.

The *Savannah* is named after the ship that used steam during a crossing of the Atlantic Ocean, a diminutive craft that made the voyage in 1819. As this small vessel ushered in the Steam Age in ocean travel, it is fitting that another 'Savannah' should usher in the Atomic Age.

The 320-ton first *Savannah*, using wood as fuel, could carry only enough for four days voyaging under steam, and had to rely on sails to take her most of the way to Liverpool on the 29 day voyage from Savannah, Georgia, in the south-eastern United States.

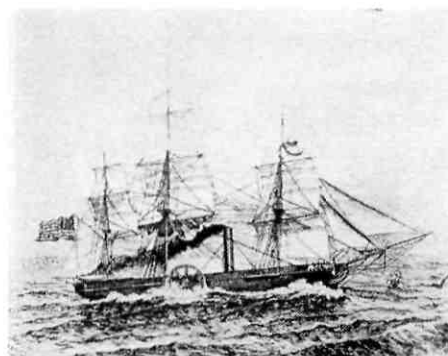
The new 12,000-ton *Savannah* will be able to carry 9,400 tons over the same

distance in about seven days, travelling at her normal cruising speed of 21 knots.

For the first 18 months after she enters commercial service she will be used for limited operation, carrying passengers and cargo at prevailing rates but not on a regular schedule. During this period most of her passengers will be nuclear scientists and engineers who will be intensively studying the operation of the reactor and power plant as a whole.

After this phase the *Savannah* will be operated in commercial service by the States Marine Corporation, an American shipping company, under an agreement with the US Maritime Administration. The Matson Navigation Company will act with the States Marine Corporation as passenger agents for the ship.

The *Savannah* was built as part of the United States' plan to use the power of the atom for peaceful and productive purposes. The ship, actually, is part of



Things have come a long way since then. The first Savannah was a tiny 320-ton vessel. Her distinction lay in, the fact that she was the first ship to use steam during an Atlantic crossing. That was in 1819. Her namesake is atomic powered and is ushering in the nuclear age in shipping

the United States' "Atoms for Peace" programme.

Extensive tests

Her construction was authorised by Congress in 1956, and her building has been a joint responsibility of the US Atomic Energy Commission and the Maritime Administration. The keel was laid on May 22, 1958, and the ship was launched July 21, 1959.

Since that time she has been fitted out and undergoing extensive tests, most of them to ensure the effectiveness of equipment designed to control the radioactivity created by the ship's reactor.

Except for her atomic power and an exceptionally strongly built hull, the *Savannah* is similar in most ways to other modern cargo-passenger ships. She is a medium-sized ocean-going vessel, 595 feet long, with a beam of 78 feet. She has accommodation for 60 passengers, and will carry a crew of about 110. Built by the New York Shipbuilding Corporation at Camden, New Jersey, she cost approximately \$40,000,000.

Heat to generate steam for the *Savannah's* 20,000 horsepower turbine engine is provided by an atomic reactor of the pressurised water type. It is an advanced version of the type that powered the submarine *Nautilus* on its record-making undersea voyages during the last six years. It is also the type that has been operating with marked success since 1957 in the Shippingport, Pennsylvania, atomic-electric power plant in the United States.

One of the most astonishing facts about the *Savannah's* propulsion system is that during three-and-a-half years of cruising, during which she will travel 300,000 miles or more, the *Savannah* will consume only about 130 pounds of uranium-235 fuel. An oil-burning steamship of the same size and horsepower would consume that many tons of fuel in a single day.

Absolute safety has been built into the *Savannah* in every possible way. Her nuclear fuel is enclosed in a cylindrical steel container filled with water, and the entire reactor system is wrapped in a massive containment vessel shielded with lead, polyethylene and concrete. All the shielding is designed so that the whole power plant meets the highest requirements established by the regulatory bodies that have jurisdiction over the safety of ocean-going vessels.

The *Savannah* will not be economically competitive with conventional ocean-going ships; but it was never intended that

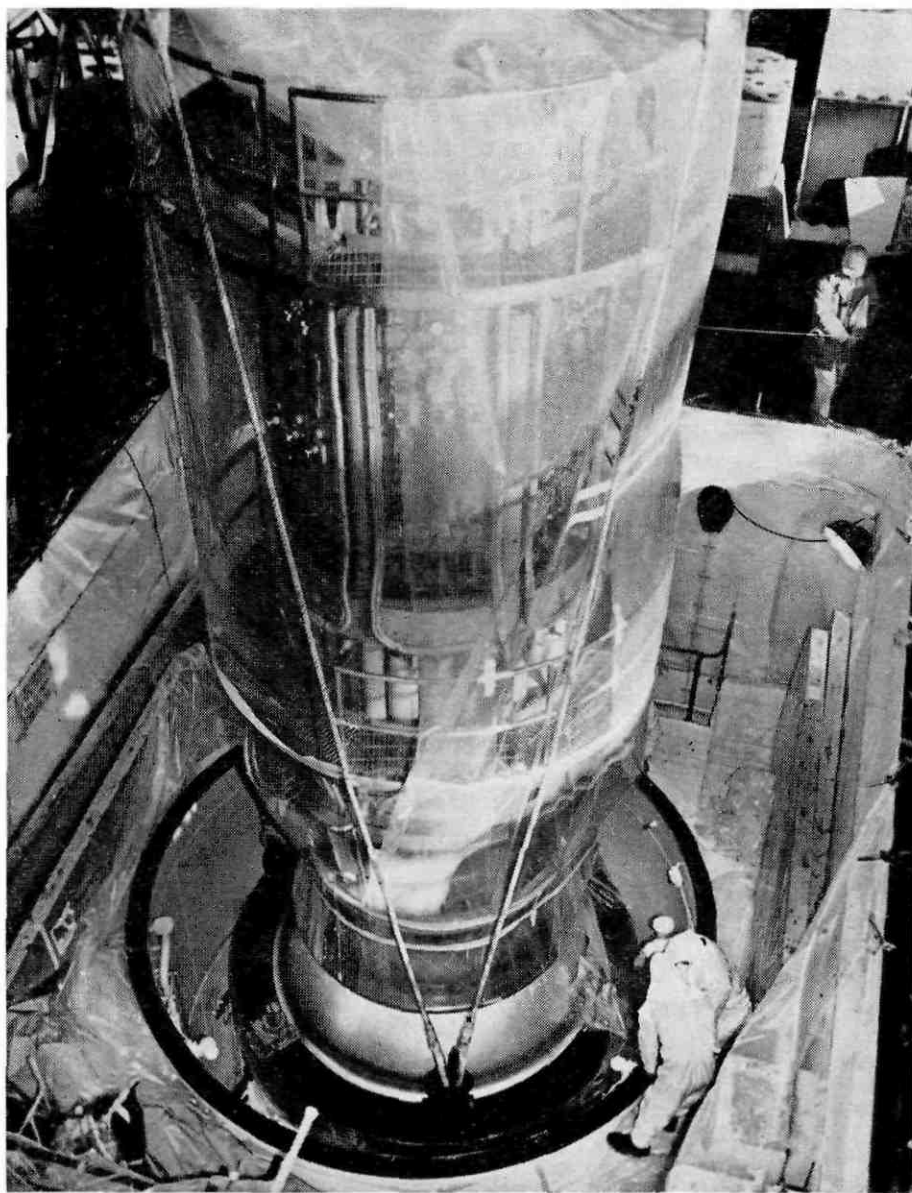
she should be. She is designed as a "first generation" test ship, and as such she is equipped with many special features to provide information that will be of value in designing the second and third generation nuclear vessels that will follow. These, it is expected, will be competitive with the conventionally-powered merchant ships of their time.

According to all known standards, the *Savannah* can be claimed as the safest ship afloat. Her planners and sponsors, the US Maritime Administration and the Atomic Energy Commission, as well as others concerned in her construction, have left nothing to chance. One series

of test has followed another, practically since the vessel's keel was laid, in order to prove beyond doubt that her safety equipment is effective in every particular and under any and all possible or foreseeable circumstances.

The basic difference in the safety problem between a nuclear-powered ship and a conventionally-powered one is, of course, that provision must be made to control, under all foreseeable conditions, the radioactivity that results from the fission process inside the reactor.

In the *Savannah*, the primary shield surrounding the reactor is a 17-foot high water-filled tank which is designed to



Technicians checking operation as the control rod drive mechanism is lowered into position within the reactor of the n.s. *Savannah*. The *Savannah* is due to be operated by the States Marine Corporation under an agreement with the US Maritime Administration

absorb most of the radiation.

The secondary shield is a massive containment vessel that surrounds and encloses the entire reactor complex. It is made of steel, and its lead, polyethylene and concrete shielding weighs 2,000 tons.

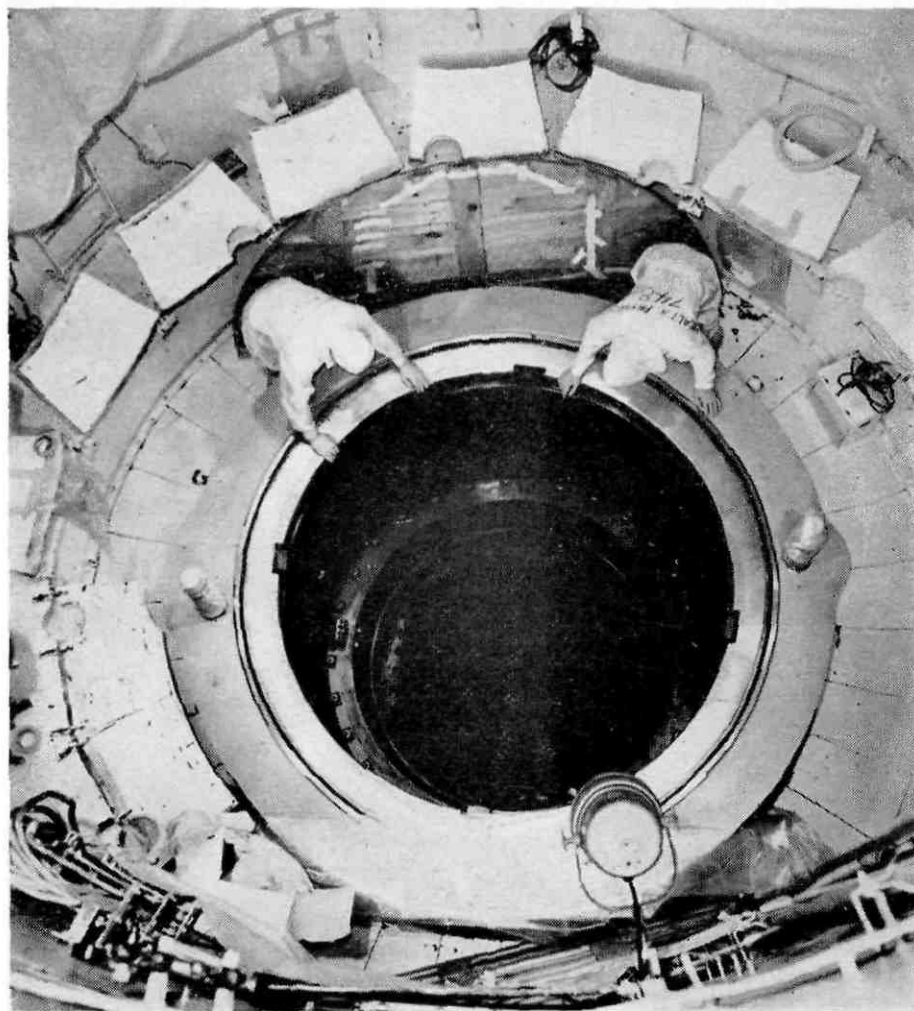
Because of the effectiveness of these protective features, a passenger could sit for a year in the "hottest" radioactive part of the ship open to him — in the cargo hold directly in front of the reactor — and get no more radiation than from the luminous dial of his wrist watch.

Each part of the *Savannah's* power system has been so designed that the failure of any part would instantly result in greater safety, rather than the opposite. Any mechanical or human failure automatically causes a shutdown, at the same time making red lights flash and alarm bells ring. If all the safety devices

themselves failed simultaneously, the reactor still could not blow up, but only create enough heat to melt its core. And the reactor's containment vessel has been designed to prevent the escape of molten metal or radioactivity if such a thing should ever happen.

Extraordinary precautions have been taken to protect the *Savannah's* reactor complex from damage in the event of a collision. Along the sides of the ship opposite the container vessel for the reactor complex, are two heavy steel longitudinal collision bulkheads. Outboard of these bulkheads there is heavier than normal steel plating. Inboard of the collision bulkheads there are huge collision mats, one on each side of the containment vessel. These are made of alternate layers of one-inch steel and 3-inch redwood lumber, for a total thickness of 24 inches.

The core of the reactor is being examined by workmen before loading starts. The reactor has 34 compartments. During the Savannah's first 18 months of commercial service, passengers and cargo will be carried on non-scheduled services. Most of the former will be scientists and engineers studying the operation of the nuclear reactor and the power plants as a whole



Fuel-loading in progress on board the US Savannah. The reactor has 32 fuel elements like the one shown here, each containing 164 fuel rods. The nuclear-powered Savannah can carry 9,400 tons of cargo at a normal cruising speed of 21 knots

During construction, an exhaustive study was made of the amount of structural damage caused to ships hit in collision by other vessels of varying sizes and travelling at different speeds. On the basis of this, the *Savannah* was designed to withstand, without damage to the nuclear reactor compartment, any collision with all but some one per cent of the world's merchant fleet. Roughly, she could be damaged only by being struck amidships by a vessel such as one of the world's largest passenger liners travelling at full speed.

If another ship should strike the side of the *Savannah's* hull opposite the reactor compartment, it would have to penetrate 17 feet of stiffened ship structure and the massive reactor containment vessel as well, before it could reach the reactor complex.

Another of the *Savannah's* safety features is an automatic radiation monitoring system. It is in continuous operation and keeps a constant check on the degree of radiation intensity throughout. If the level considered safe were exceeded, the system would immediately sound an alarm in the engine control room.

Both automatic and hand-operated "scram" controls can shut down the reactor and thus stop the creation of radiation in just over a second, should this ever be necessary.

Special attention has been given, of course, to preventing the escape of radiation from the nuclear reactor in which heat is generated by splitting uranium atoms in a chain reactor. So effective are these safeguards that more radiation will reach passengers on the *Savannah's*

(Continued on page 117)

Decasualisation in British ports



ARISING FROM continual pressure by the Workers' Side of the National Joint Council for the Port Transport Industry on the casual nature of employment of British dockers, a special meeting was called for 6th June, 1961, when the Council affirmed its belief that a further advance towards effective decasualisation would provide the basic solution to the problems of the Docks Industry, and decided to appoint a Working Party to examine urgently methods to achieve this in the light of the practical difficulties of fluctuating employment and the varying situations in the ports.

From 1920 to the inception of the Dock Labor Scheme, registration schemes were jointly controlled. After the establishment the industry experienced a long series of inquiries whose purpose mainly was to obtain for the employers unilateral control of the labour force. Today, however, the position is stabilised by the port employers' acceptance of the present set-up in this matter.

Although the Shaw Award of 1920 formally recognised casual employment as being unsatisfactory, little has really been achieved to date, for nobody can pretend that, because of registration and dock labour schemes, dockers have been decasualised. Employment in British docks is still for the great majority casual employment, and this continues to be the really basic problem of the industry. There is as yet no guarantee that a man going to the docks on any morning will, in fact, be going to work.

It is 40 years since that award and since then British dock workers have

continued to stagger along from some employment to full employment, over-employment and under-employment.

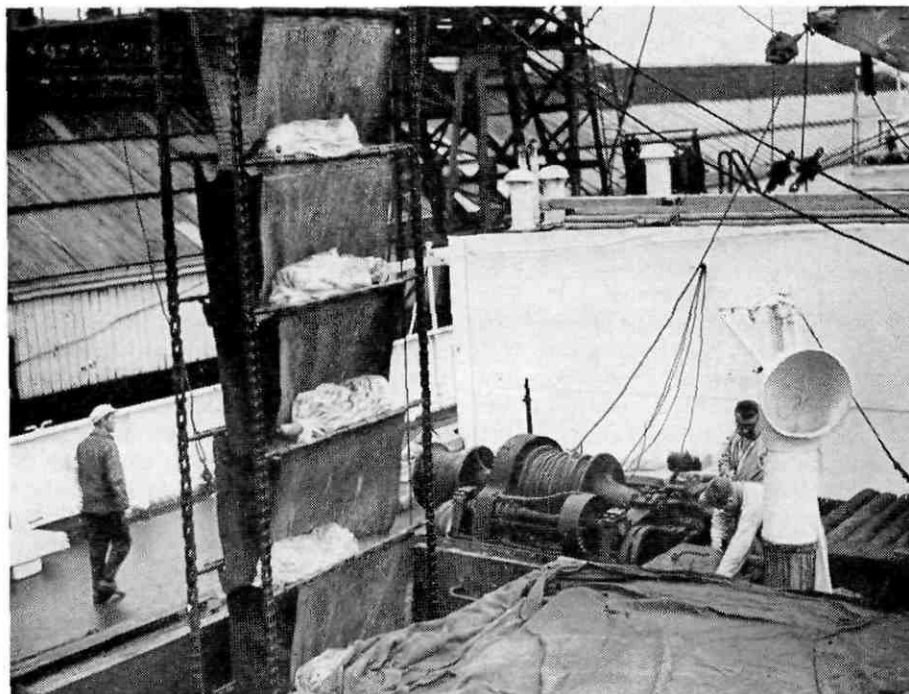
Everyone knows that the most desirable solution is that every man shall receive a full week's pay for a full week's work, but by the very nature of the industry this cannot be done overnight. The docks give an essential service, they do not make or produce anything; if cargo is not available or requiring to be worked then all the goodwill and effort of the dockers and of the employers is just a waste of time.

These factors were before the Working Party when it met on several occasions between June and September and finally drew up its 'Policy Directive to all Local Joint Committees - Decasualisation'. This memorandum is designed simply as a basis for discussion in the ports, without commitment on either side, to fulfil the essential purpose both of directing attention in the ports to the objective or further decasualisation, and of informing the Council as to opinion in the ports and the extent and range of practical problems.

It requires each Port Joint Committee to consider its labour force, the potential amount of work, the future possibilities of the port, and to consider how many men it can intelligently expect to guarantee a full and proper level of employment. It will then be up to dock workers' representatives to consider the remainder of the men who will operate from the pool. The employers have said that they cannot consider the amount of 'fall-back' guarantee for these men until they receive the returns from each port and can see the size of the problem. If the registers can be balanced in such a way that the great majority of men are assured of regular work we can then expect that the pool men when not at work will receive not less than the minimum time rate, and attendance money in proportion.

In London, Liverpool and Glasgow progress has been such that the blueprint for decasualisation is almost ready. If

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Our photo shows bananas being unloaded at Liverpool docks. By its very nature dock work tends to be casual. There is, however, no reason why a scheme of decasualisation suited to national conditions should not be worked out between union and employers

Latin American unions come of age



Partial view of a mass meeting of Panamanian seamen to discuss contract demands. The banner of ORIT figures prominently in the centre of the picture. The ITF's campaign against ships flying 'flags of convenience', including the flag of Panama, has as much relevance in Latin America as anywhere else in the world and seafarers' organizations are collaborating with their colleagues within the ITF to put an end to this menace



IN STUDYING the pattern of development of workers' organizations since the Second World War, few things appear more remarkable than the dynamic strides made by the labour movements of Latin America. Although traces of early trade union activities can be found as far back as the 1870s, the first two decades of this century marked a more general stage of development throughout Latin America when the labour movement began to make its influence felt in the struggle for the right to organize and bargain. But even the achievement of these basic rights did not guarantee that the trade unions could thereafter continue unimpeded in their activities on behalf of the workers they represented. The political regimes were so unpredictable in their attitude towards organized labour, and in any case changed so rapidly, that between the wars the trade unions were hard put to it in many cases even to keep their organization in existence, and any improvements in conditions which they could claim, however slight, were regarded as major victories.

The changed atmosphere of the years immediately after 1945, with the Declaration of Human Rights and the rise of industrialization, encouraged the development of trade unions, and the proportion of organized workers in the population rose at a phenomenal rate. The potential strength of the Latin American labour movement is enormous, able as it is to harness the tremendous energy and enthusiasm of the Latin American working class. This dynamic nature of the trade union movement, together with the post-war efforts of the wealthy countries of the world to assist their less fortunate brothers, make Latin America an extremely interesting field for study by trade unionists all over the world.

In *The Rise of the Latin American Labor Movement* (published by Bookman Associates, New York, at \$5.00) we are given a survey of the growth of organized labour in Latin America. In it, the co-authors (Moisés Poblete Troncoso and

Ben G. Burnett) trace the origins of the labour movement and discuss labour legislation, the later development of trade unionism in Central and South America and the inter-American labour movement. The book also examines in some detail the close relationship between trade unionism and politics in Latin America and the problems and benefits deriving from this relationship. The authors are well qualified for the task they have taken upon themselves. Professor Moisés Poblete Troncoso of the University of Chile is already the author of nineteen books on labour and social welfare. He helped to draw up the Chilean labour code, and has headed labour missions to the major South American countries. Dr. Ben Burnett is in the Department of Political Science of Whittier College, California. A specialist in Latin American affairs, he has written numerous articles and book reviews which have been published in leading scholarly journals.



A graphic illustration of the primitive methods which are still in use in many of the more remote areas of Latin America. Andean Indians, building their homes the hard way, are here seen jumping on forms to pack the earth into solid walls

The origins of the labour movement in Latin America are not dissimilar to those of the trade unions of Europe (states the survey). To begin with the workers formed mutual assistance groups known as 'mutualidades' similar to the early British friendly societies, which were concerned purely with affording assistance to workers and their families who fell on difficult times, either because of sickness, accident or death. These 'mutualidades' were gradually replaced by more militant bodies whose purpose was to conduct direct industrial actions in open defiance of capital. The new bodies were called 'sociedades de resistencia', and formed the basic structure for the present trade union movement. They were influenced in their policies and structure by ideas brought in by immigrants from Europe after the First World War – Anarchists, Syndicalists, Socialists – and as industrialization progressed the urban working population turned increasingly towards organization in order to achieve improvements in their living conditions.

Pressure from these groups throughout the South American continent resulted in the establishment of a great body of social legislation which, although it was by no means always carried out to the letter, represented a triumph for the organized working classes. It was not until after the Second World War, however, that conditions in most countries became more favourable to the development of a strong labour movement. Many factors contributed to the slow growth of

trade unionism in Latin America. To begin with, industrial expansion in many parts of the South American continent has been slow and economies have remained until fairly recently largely agrarian. Communications were for a long time rudimentary and the system of 'latifundios' (the concentration of huge estates into a few hands) under which agricultural workers lived in a state approaching serfdom made it notoriously difficult to organize in this sector. Even today the 'campesinos' are poorly organized, although some national centres, notably that of Venezuela, are conducting vigorous campaigns to remedy the situation. Another – very potent – factor in the slow development of trade unionism has been the unrelenting hostility of employers to organization. Naturally one could not expect employers anywhere to welcome trade unions with open arms, but in Latin America they have been exceptionally virulent in their opposition, and this applies particularly to foreign companies which have looked to the workers of Latin America to provide cheap labour.

To a large extent, too, governments have been composed of employers and landowners, so that to the difficulties of organization have been added the im-

possibility of obtaining legal recognition. Effective trade union leadership has also often been scarce, not only because under hostile regimes union leaders have been imprisoned, deported or obliged to go into exile because of their activities.

It is also an unfortunate fact that working class movements have been bedevilled by ideological differences. The benefits of a united approach can probably only be appreciated fully by looking back at the damage caused by doctrinal squabbles, and it is clear from the brief histories of the labour movements in various countries given in the book that the workers were in fact at their weakest during periods when, to judge from the number of organizations in existence, trade union activity was at fever pitch. Finally, the overwhelming problems of poverty and illiteracy have always been among the most stubborn obstacles to the full participation of the population in the economic, social and political life of the country.

The authors give a fairly detailed analysis of the constitutional guarantees and labour laws which have been laid down over the years in the countries of Latin America, but make the very important point that although these may on paper give a great many benefits to the work-

(Continued from page 125)

it can be established satisfactorily in these ports, and possibly Manchester and Bristol, a nucleus will be created upon which to build up a more sympathetic and intelligent approach to the ports where the fluctuation of trade is of such a nature that full employment is not just there to be arranged.

It is of interest to recall some of what was written in the 1920 Shaw Report to the Minister of the day:

'The Court therefore makes no apology to the Minister for dealing with this question on decasualisation. In its opinion, to decline to deal with it or to treat it as irrelevant would be to shirk a difficulty and a problem of large dimensions and of wide social ramifications, but yet one without a settlement of which the prospect of peace at the docks or of amelioration or contentment will be hopeless.'



Scenes taken in Venezuela. Contrast the prosperity of the street scene in Maracaibo with the poverty of the village corner shop. The difficulty of organizing agricultural workers has been one of the most serious obstacles to the development of the Latin America trade union movement, but the Venezuelan Confederation of Workers is conducting a campaign to unite this section of the community with the rest of the labour movement



Mexican workers parading to celebrate the First of May. The banner, carried by transport union members, bears a slogan reaffirming their faith in the Mexican revolution, for it was the revolutionary government which created the present strong trade union movement

ers, it is as well to be cautious in accepting these at their face value, as interpretation is liable to differ according to the colour of the ruling political group. While this does not mean that constitutions and laws are meaningless throughout Latin America, some anomalies do exist; for instance the constitution of Paraguay, a country governed by one of the most cruel and repressive dictatorships the world has seen, expressly outlaws the 'exploitation of man by man'.

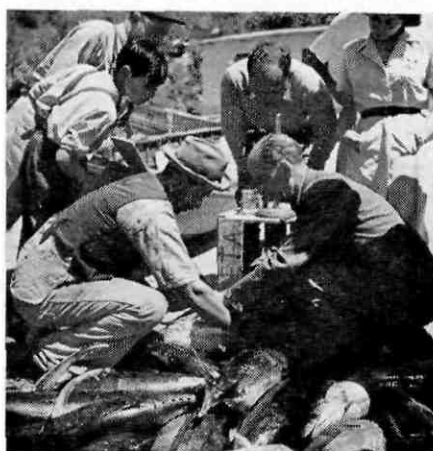
Article 123 of the revolutionary Mexican Constitution of 1917 has served as a model for many countries in laying down fundamental working conditions. This stipulates that the maximum working day shall be eight hours; maximum period for night work shall be seven hours; the employment of women and children under sixteen years of age is prohibited in work that is unhealthy, dangerous or carried on at night; children over twelve years of age and under sixteen years may not work more than six hours daily; for each six days of work the worker shall have at least one day of rest; there shall be equal pay for equal work without distinction as to sex or nationality; the minimum wage of labourers shall be sufficient to cover the normal necessities for the support of the family; special commissions shall fix the minimum wage and regulate participation in benefits; double rates shall be paid for overtime work; certain employ-

ers are obliged to provide lodging, schools, advice and other services to their workers; the officials of enterprises shall be held accountable for labour accidents and for contagious diseases among their workers and they must observe hygienic conditions and sufficient protection when installing their industries; the right of strike and lockout is guaranteed under certain conditions; employers and workers have the right to organize professional unions; ordinarily, difficulties and conflicts between capital and labour must be submitted to conciliation and arbitration commissions, whose decisions are binding; and employers must pay indem-

nification for dismissal in certain cases.

Moreover, according to the terms of the Mexican Constitution, the 'passage of the law of social security shall be considered of public interest and it shall include security against disability, loss of life, from involuntary stoppage of work, against sickness and accidents, and others with analogous purposes.' In addition, 'cooperative societies established for the construction of inexpensive and hygienic houses intended to be acquired on instalments as the property of working men shall be considered of social utility'. In short, the Mexican Constitution of 1917 proclaims labour legislation a national necessity as an indispensable condition for social life and urges the necessity for establishing relationships between workers and employers upon bases that are well-defined and inspired by high ideals of justice.

The Mexican pattern typifies to a large extent the situation in other countries of Latin America. However, among the more controversial provisions is the growing attention to employees' sharing in the profits of the enterprise they work for. The Peruvian Constitution specifies that the state 'shall favour a system of participation by employees and workers in the benefits of enterprises'. Although to date there has been little more than legal recognition of the possibility of profit-sharing, mere acceptance of the principle is an important step forward. An even more debated principle regards the conditions surrounding dismissal from work. Because the practice of dismissing and blacklisting union leaders became very widespread at one time, labour has consistently fought for legal protection from such action. A number of coun-



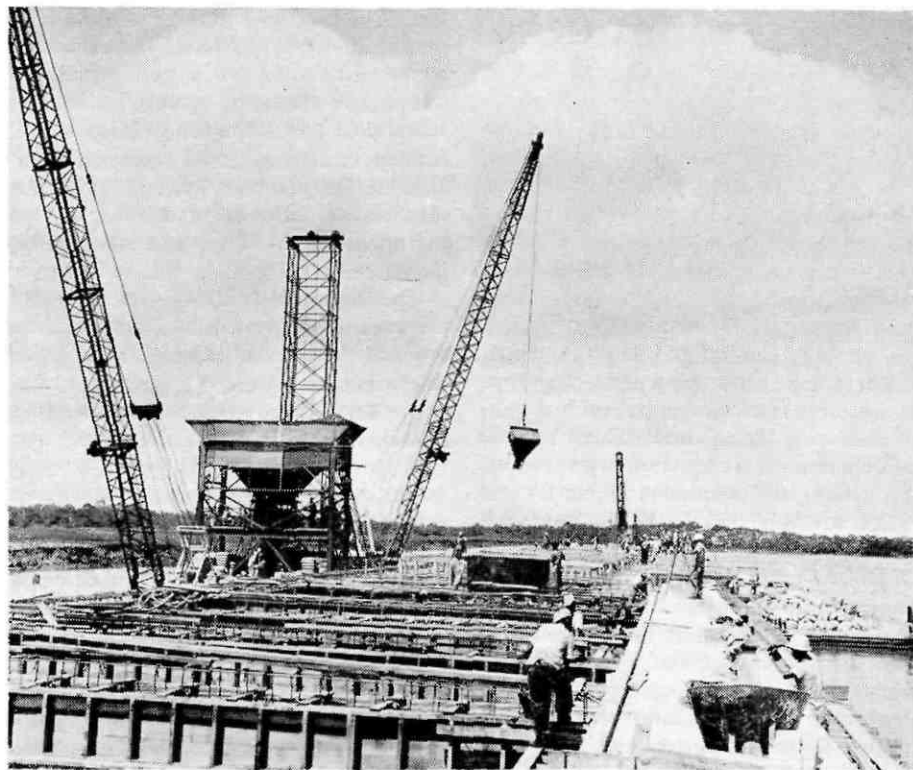
These two photographs, which we publish by courtesy of the UN, show the work of the Food and Agriculture Organization in Chile. Scientific examination of tuna for the purpose of locating fishing grounds, and selected cattle being picked out of a herd for auctioning

tries have provisions similar to that in the Mexican Constitution which gives considerable support to the worker. This reads:

'An employer who dismisses a worker without justifiable cause or because he has entered an association or union, or for having taken part in a legal strike, shall be obliged, at the choice of the worker, either to complete the contract or to indemnify him to the amount of three months' wages. He shall also be bound by this obligation when the worker retires from work because of lack of honesty on the part of the employer or because he received bad treatment from him. . . . The employer may not excuse himself from this responsibility when the bad treatment is due to his subordinates or servants who may work with his consent or permission.'

While Latin American governments have been very much concerned with establishing constitutional rights and legal protection for the working classes, they have also directed their attention to controlling almost every aspect of trade union organization and procedure. Indeed, it seems that the more extensive the legal guarantees, the more circumscribed with regulations are the workers' organizations. Legislation in most of Latin America extends to specify the minimum age of entry into a union and the minimum number of members necessary to form a union. But once the union is formed it must often obtain legal recognition by the government, for which the most detailed and far-reaching requirements are specified. These cover the objectives and ideology of the organization; its financial independence; qualifications for office-holding; certain mandatory clauses to be incorporated in the union's constitution; the activities which a union may or may not take part in; and questions of internal administration.

Labour-management relationships are also the subject of detailed legislation, covering profit sharing, collective bargaining, arbitration and conciliation; strikes, and even the maintenance of a registry with the Ministry of Labour of all agreements and activities in which the union has engaged. The authors of *The Rise of the Latin American Labor Movement* devote a good deal of space to reviewing these regulations and constitutional provisions in the individual countries. One gains the impression that this plethora of rules serves to hinder rather than aid unions in achieving industrial progress for their members.



Reconstruction work being carried out in Guayaquil harbour, Ecuador. The increasing pace of industrialization in Latin America has brought a corresponding rise in trade union activity

The next section of the book is devoted to a study of the historical development of the labour movement in each of the Latin countries of Central and South America. Argentina and Chile are dealt with in one chapter, while the remaining countries of South America and those of Central America take up two more.

Throughout this section, a number of common factors crop up time after time, recognition of which is essential to a proper understanding of the present day labour movement in Latin America. These have been mentioned earlier: the difficulty in largely agrarian economies of organizing the peasants; the splits within the labour movement itself; and the influence of government on the development and effectiveness of trade unionism. It is worth dealing with the latter two aspects in some detail. First of all it is clear that in the circumstances of intense poverty and repression which the working class of all Latin American countries have suffered under at one time or another, any workers' organizations that did manage to gain any influence at all were bound to be characterized by a spirit of more or less violent protest against the system which oppressed them. The influx of European immigrants who became apart of the urban working class brought with it a flood of radical ideolo-

gies including anarchism, socialism, Marxism and syndicalism, all of which flourished for a time. Naturally enough, the 'isms' which prospered most in the rest of the world were the ones to take strongest hold in Latin America, and today the most powerful groups are the socialists and the communists, with the addition now of Peronists. Although — or perhaps because — the Catholic Church has always played an important role in Latin American politics, its direct influence in the trade union movement is negligible except in Colombia, where christian socialists control the largest national centre, and Costa Rica. In the rest of Latin America, however, anti-clericalism has been an integral part of the radical feeling which inspired the labour movement.

It is a sad fact that the immense potential of energy and enthusiasm in the trade union movement which might have been harnessed for the purpose of obtaining real social and economic advances for the workers has to a large extent been dissipated in pointless ideological warfare. The situation is more hopeful now, since Peronism virtually collapsed with the fall of the Argentine dictator, and the only serious remaining threat from within to the unity and strength of the trade unions is the menace of

communism. The communists have taken full advantage of the instability of many Latin American regimes and the lack of any longstanding tradition of democracy to seize control of trade unions and to disrupt these that they could not control. The recent revolution in Cuba against the dictatorship of Fulgencio Batista, and the subsequent rise to power of communist elements among the revolutionaries, has provided a base in the Caribbean for subversive activities throughout the whole of Central and South America.

There are encouraging signs, however, that a process of reorganization and consolidation is being undertaken by the non-communist trade union organizations throughout the continent. Some of the credit for this more rational approach must go to the Inter-American Regional Organization of Workers (ORIT) of the International Confederation of Free Trade Unions. The survey then goes on to give an account of the inter-American labour organizations, beginning with the Pan American Federation of Labor set up by Samuel Gompers in 1918 and dominated throughout its existence by the rival strengths of the United States and Mexico. The PAFL was never really very effective, since many of the more important labour movements of Latin America had never affiliated, regarding it as more or less an agency of the US

State Department, and it went into a fatal decline in the late 1920s. The Anarcho-Syndicalists, after concentrating their international affiliation mainly in the International Workingmen's Association, formed the Asociación Continental America de Trabajadores (ACAT) in 1929, but this body's influence faded rapidly as the appeal of socialism and communism increased.

The communists themselves at about the same time formed the Confederación Sindical Latino Americana, after prior discussions in Moscow. This was very active for a time, several of its members participating in the formation of popular front governments, but it broke down after less than ten years because of internal squabbles between the Stalinists and the Trotskyites. Close on its heels came the formation in 1938 of the Confederación de Trabajadores de América Latina (CTAL). Lombardo Toledano of Mexico was elected as the first President, and the new organization's affiliates included one national centre from every country of Latin America except Brazil, which was prevented by its Constitution from participating. The CTAL was strictly anti-fascist, and favoured closer relations with North American, British and Soviet trade unions. But it gradually became totally communist-dominated and affiliated to the World Federation of Trade

Unions. Since the creation of ORIT in 1957 its influence has become negligible.

Finally, the Peronist international ATLAS, formed in 1952, acted as an extremely energetic propaganda machine enjoying apparently unlimited financial resources, but collapsed without trace after the fall of Perón.

ORIT grew directly out of the Confederación Interamericana de Trabajadores (CIT), which was set up in 1948 on the initiative of the US American Federation of Labor. The CIT's basic structure was taken over directly by ORIT, whose most important functions now include education and propaganda (publications, trade union seminars, correspondence courses, etc.). It offers its affiliates expert advice on organizational matters, and lends its support to democratic trade union organizations which are compelled by the situation existing in their own countries to operate in exile. And it is through ORIT that most of the anti-communist activity of the Latin American labour movement is channelled.

The closing pages of the *Rise of the Latin American Labor Movement* are devoted to an analysis of the problems and prospects deriving from Labour's involvement in politics. The traditional monopoly of the political scene by the Church, the aristocracy and the military, in various combinations, is on the way out, and the trade union movement is now in a position to take a responsible part in government. The legacy left by the radical ideologies which have helped form the labour movement is a totally different concept of the role of government. Although before the First World War a large number of unions declared themselves aloof from politics and even today many union constitutions forbid direct identification with any individual political party, the mere fact of their existence implies some degree of political orientation. They wish government to be the instrument of altering society to conform to their aspirations, and this sets them in direct opposition to the conservative triarchy.

Latin American trade unionism has also become embroiled in politics as a result of rather well-defined class consciousness which derives from the huge differences in wealth to be found throughout the continent. This inevitable involvement in politics brings with it some awkward problems, not the least of which has frequently been the need to replace trade union leaders who have left the movement for the 'higher' plane of poli-



Industrialization in Brazil has probably advanced further than in many other countries of Latin America. Here Brazilian-manufactured trucks and jeeps undergo final tests

tical life. Participation in extremist movements has also been detrimental to the workers' interest; an outstanding example of this was the working class enthusiasm for Perón who, although he did make specular improvements in the living standards of the workers, was certainly no friend to the trade union movement.

In most instances government constitutes the major external influence on trade union organizations. We have already seen how government regulations circumscribe the conditions under which trade unions may operate. Yet the effects of government control are by no means all detrimental to the development of trade unionism. In Mexico the trade union movement was created whole by the revolutionary government after the First World War, and has since prospered under a friendly administration. A further advantage which labour has derived from sympathetic government is in the area of labour and social legislation, although where the improvements wrought by these were most spectacular (Peronist Argentina and Vargas' Brazil) civil liberties were at the same time sharply curtailed and the trade unions themselves were destroyed.

The existence of an organized labour movement which was prepared to enter the political arena has had one other good effect which should not be overlooked. It has increased the political literacy of large numbers of working class people who might otherwise have been unable to exercise their rights to any worthwhile effect. But the dangers of too close identification of the labour movement with a particular ruling party should also be realized. Not only is a good deal of valuable independence of action always sacrificed but succeeding – unfriendly – regimes are likely to come down all the more heavily on trade unions which supported their opponents.

Finally, too great a concentration on political activities can lead to a neglect of a trade union's normal economic functions. Freedom to bargain collectively with employers with the minimum of interference by government, whether friendly or hostile, ought surely to be one of the principal aspirations of a genuine trade union organization, and it seems that in those countries, notably Mexico, where trade unionism is most mature, the tendency is in this direction.

(Continued from page 132)

fanatics, who continued to control the destinies of South Africa, to modify in the slightest their racial policy, the

ICFTU decided to strike them where it would hurt and to organize a world-wide boycott of South African goods, which met with an encouraging response. When it became clear, after South Africa's decision to leave the British Commonwealth, that the government of that country had no intention of changing its racial policies, the *ICFTU* again sent a message to the *UN* general assembly (March 1961) definitely calling for economic sanctions, in particular a ban on petroleum supplies. This appeal did not fall on deaf ears, for the assembly urged all states to "consider taking such separate action as is open to them... to bring about the abandonment of racial discrimination policies in the Union of South Africa".

It was not until January 1957 that the first all-African trade union conference could be organized. This took place in Accra, where the attendance figures clearly reflected African trade unionists' confidence in *ICFTU*. In November 1960 the third *AFRO* conference foresaw the dangers inherent in the formation of an all African trade union federation. There is reason to be concerned that unless the free trade unions participate in its creation and direction it may quite easily fall into the hands of other forces and be used for political ends by certain African states. A tentative attempt at forming such a federation (Casablanca 1961) failed because the organizers had deliberately excluded the great majority of African free trade unions from any share in the preparation of the conference.

The second pamphlet, published in French under the title of "To live in freedom", is a more specialized document, dealing as it does, with the hard struggle of the Algerian workers and *ICFTU*'s efforts to assist them.

ICFTU's primary objective in Algeria was to form the basis of a free and democratic Algerian trade union movement. When an *ICFTU* delegation visited the country in 1950, most of the workers were organized in the three main French unions. It was not until February 1956 that the Algerian Workers' Union *USTA* was formed, under the leadership of Mohammed Ramdani. Ten days later the General Union of Algerian Workers *UGTA* was formed, the leading members of which adhered to the *FLN*, *USTA* being attached to the Algerian National Movement *MNA*. *UGTA*'s general secretary, Aissat Idir, was to die in hospital three years later, a victim of colonialist repression. Almost immediately after



African trade union leaders at a recent ICFTU Executive Board meeting in Brussels: (left to right) Brothers R. Jamela (Southern Rhodesia); Tom Mboya (Kenya); Cyrille Adoula (Congo) and S. I. E. Ese (Nigeria). The pamphlets reviewed in the accompanying article tell the story of the ICFTU's work in Africa and its part in the struggle for Algerian independence


its formation, *UGTA* became the object of systematic intimidation on the part of the French authorities. 13 out of 15 issues of its journal, "l'Ouvrier Algérien" were seized by the police, organizers were arrested and sent to detention camps, documents were seized. Protests and demands for the liberation of the arrested were made by the *ICFTU*, but to no avail. The repression continued. In July 1956 the headquarters of *UGTA* were dynamited; the principal executives were arrested and sent to camps.

Later in the year the anti-union repression intensified. New arrests were made and strikers were imprisoned for having refused to work. As a result the *ICFTU* sent in a strongly worded complaint to the International Labour Organization in Geneva. The *ILO* administrative council issued a memorandum to the French government that the arrested should be given a fair trial and as speedily as possible. This was done towards the end of 1958. Most of the detained were acquitted including Aissat Idir, who, however, was not given his freedom before he died.

It was not until 1959 that the French government finally adopted the policy of self-determination for Algeria and of negotiation with the *FLN*, policies which the *ICFTU* had been advocating since the very beginning of the Algerian conflict.

Today, when the creation of an independent Algerian republic is nearing reality, the *ICFTU* and the whole democratic trade union world looks forward to a fruitful future of collaboration with a completely free Algerian trade union movement.

Free trade unions and African independence

 TWO SIGNIFICANT PAMPHLETS were published during 1961 by the International Confederation of Free Trade Unions. One of them, entitled "Free Trade Unions in the Fight for African Freedom" prepared in conjunction with ICFTU's African Regional Organization AFRO and issued in English, gives a thorough account of the ICFTU's policy on Africa and of its concrete and moral support of the free labour organizations in all countries of the African continent. The other, issued in French, tells the story of the ICFTU's rôle in the Algerian workers' struggle for their rights.

The first chapter of the English pamphlet deals in general terms with ICFTU policy on Africa. Right from the start the ICFTU had amongst its members several trade union organizations in non-self-governing territories. Over the last ten years the number has been growing, especially in Africa. Born of the universal revolt against oppression and exploitation, it is not surprising that these organizations automatically linked themselves with their respective national movement for liberation.

At a meeting in Berlin in 1952, the ICFTU general council adopted a statement pledging itself to consider any request from an affiliate to press for the principle of self-determination to be applied in that country. It was also laid down that one of the factors in determining whether a given territory was sufficiently advanced to enjoy self-government immediately would be the existence of a free trade union movement able to guarantee workers' rights.

This was followed at the next ICFTU world congress (Stockholm, 1953) with a resolution on the struggle against colonial oppression which specifically named a number of African countries. The ICFTU policy in regard to Africa was taken a stage further at its fifth world congress (Tunis, 1957). That conference reaffirmed the faith of the workers from the colonial countries "in the aims and objectives of the ICFTU as a world organization of free labour in which all workers are linked together in the struggle for Bread, Peace and Freedom."

The ICFTU has never allowed these pledges to the workers to become a dead letter: in the case of complaints directed against democratic governments such as those of Britain or France, it has always sought redress by direct representations to the governments concerned and has always been able to enlist the aid of the trade union centres in the metropolitan countries. There have been many examples of this course of action. In 1952 when the British government produced the scheme for grouping Northern and Southern Rhodesia and Nyasaland into the Central African Federation, the

ICFTU issued a statement on behalf of the African population of these countries, who were known to be opposed to the scheme — not wishing to be subjected to the white settler régime of Southern Rhodesia. Much was done in Kenya by the ICFTU and the British TUC to prevent the total suppression of trade union rights during the emergency measures undertaken to combat the Mau Mau in 1956. Similar joint action was taken to secure the release of trade union leaders detained under the emergency regulations.

In the Congo question the ICFTU has firmly supported United Nations policy. This was endorsed by many gestures including a substantial contribution from the ICFTU solidarity fund for famine relief.

It is perhaps in the Union of South Africa where ICFTU's efforts have been most assiduous. As early as 1952 a resolution was adopted which made its attitude to this régime clear beyond any shadow of doubt. It called upon the government of South Africa to wipe out the stain which brought shame to the entire free world. But in the face of the stubborn refusal of the hardened racial

(Continued on page 131)

The ICFTU delegation which visited West Africa in the summer of 1960: (left to right) Brothers Gordon Nyawade (Kenya); Mahmoud Ben Ezzedine (Tunisia); Tim Lines (ICFTU Secretariat); and Nwafor Oti (Nigeria). Right from its inception the ICFTU has always stood out strongly against colonial repression in Africa and has done all it could to help develop strong free trade union movements in those countries nearing independence



At the first conference of the ICFTU African Regional Organization in Accra (Ghana) in January 1957. On the far left is the President of Ghana, Kwame Nkrumah, who welcomed the delegates to the conference. Others from left to right seated are Charles Millard (former ICFTU Director of Organization); John Tettegah (General Secretary of the Ghana TUC); Kojo Botsio (former Ghanaian Minister of Labour); and Sir Vincent Tewson (former member of ICFTU Executive Board and a former General Secretary of the British TUC)



International Transport Workers' Federation

General Secretary: P. DE VRIES

President: R. DEKEYZER

7 industrial sections catering for

RAILWAYMEN
ROAD TRANSPORT WORKERS
INLAND WATERWAY WORKERS
PORT WORKERS
SEAFARERS
FISHERMEN
CIVIL AVIATION STAFF

- Founded in London in 1896
- Reconstituted at Amsterdam in 1919
- Headquarters in London since the outbreak of the Second World War
- 276 affiliated organizations in 78 countries
- Total membership: 6,500,000

The aims of the ITF are

to support national and international action in the struggle against economic exploitation and political oppression and to make international working class solidarity effective;

to cooperate in the establishment of a world order based on the association of all peoples in freedom and equality for the promotion of their welfare by the common use of the world's resources;

to seek universal recognition and enforcement of the right of trade union organization;

to defend and promote, on the international plane, the economic, social and occupational interests of all transport workers;

to represent the transport workers in international agencies performing functions which affect their social, economic and occupational conditions;

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

Affiliated unions in

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

Publications for the world's transport workers



Editions of Journal

International Transport Workers' Journal

Internationale Transportarbeiter-Zeitung

ITF Journal (Tokyo)

Transporte

ITF-aren

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