

# International Transport Workers' Journal

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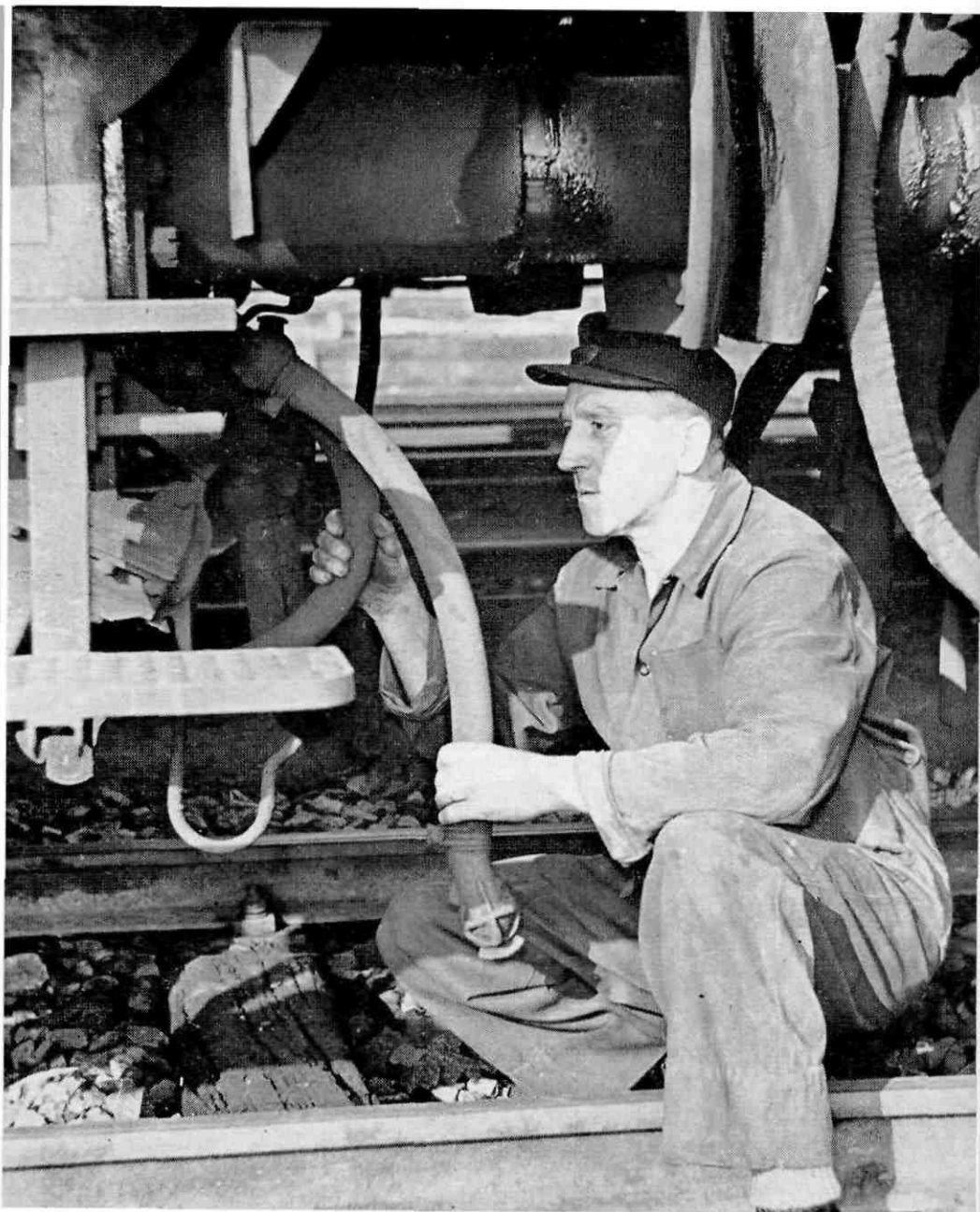
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by J. H. Oldenbroek

Spotlight on economic integration

*Transport integration and its social consequences for transport workers*  
by Philipp Seibert



Monthly Publication of the International Transport Workers' Federation

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*Monthly Publication of the ITF*

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London	5 November 1962 Management Committee 5-7 November 1962 Executive Board
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## Comment

### Introduction to an experiment

IN THIS ISSUE of the ITF Journal we begin a new feature on the movements towards economic integration taking place in various parts of the world, with particular reference to the effects these have on the transport industry and the working conditions of those employed in it. As a start to this series we give a short introduction on the European Economic Community, and in addition we reproduce the speech made by Brother Philipp Seibert, President of the German Railwaymen's Union and member of the ITF Executive Board, in introducing the discussion on this subject at the recent ITF Congress.

We hope in later numbers to be able to give information not only on the economic integration of Europe, but also on similar progress in other continents. In South America, for instance, steps are being taken to form a Free Trade Area, and while this is as yet a less far-reaching integration than that envisaged in Europe, there is no doubt that the transport systems of South America will be affected as the movement of goods between the individual countries is stepped up.


In Asia, too, the process is under way, both through the association of Malaya, Singapore, Sarawak and North Borneo in Malaysia, and through the work of the UN Economic Commission for Asia and the Far East. In Africa progress towards integration, although sponsored by some African countries, will necessarily be slower, since there are many conflicting interests to be accommodated, even after the states of that continent are all independent. It is to be hoped, however, that before long the impetus towards expansion will bring the countries of Africa closer together and that they will then be able to reap the benefits of cooperation and integration. Meanwhile, a start has been made in one direction with the special arrangements made for the association of French ex-colonies with the European Economic Community.

Our new feature is of an experimental nature, and we should welcome suggestions from affiliates on the kind of information they would like to see included in it. After the introductory feature in this issue, it is intended to devote about a page of the Journal to economic integration topics each month.

# Will social upheaval be the fruit of automation?



*New technological developments on British Railways include the introduction of labour-saving machines for the issuing of tickets. The view of the machine shown in use at Cardiff General Station, BR Western Region, is published by courtesy of British Railways*

 VAST UNEMPLOYMENT and widespread social unrest which could undermine the foundations of democracy are likely to be among the results of the increasing use of automation and electronic computers during the next two decades. This is one of the alarming conclusions of a study of automation and its consequences written for the American Center for the Study of Democratic Institutions by Donald N. Michael, and entitled 'Cybernation: The Silent Conquest'. The report concludes that the ability of modern technology to replace human labour with machines and do a great deal of the thinking for the government and business will lead to a drastic change in the present economic system of the United States and the beginning of much greater involvement of the government in many aspects of American life.

Whilst the report deals exclusively with the phenomenon of cybernation — a word used to describe systems which combine automatic machines and computers — in the United States, its relevancy extends to all those countries where equipment of this kind is being perfected and installed in many different fields of activity. Mr. Michael describes the progress made so far in the development of machines — which have already reached an astonishing degree of refinement — and, projecting this growth into the future, it is not overstating the situation to say that within the next twenty years, machines will be in use which will

be able to do a credible job of original thinking, at least as good as that of most middle-level people who today are supposed to 'use their minds' in their work. And there is no longer any strong reason to suppose that man can always be in effective control of a machine's operation. Computers have already been designed which can store facts in a 'memory' and virtually learn from experience or even from their own mistakes. Their capacity and speed of operation mean that they quickly outstrip the human capacity for performing the same functions.

This efficiency of machines over and

above what can be expected from human beings in certain jobs, together with other advantages, has meant that automation is being introduced at a rapid rate in private and public undertakings, in manufacturing and service industries, and in office use. If profit-making considerations weigh most heavily, as in the free enterprise economies, the fact that output is stepped up and, after the initial capital outlay involved, costs are reduced, this is a strong incentive to business to go in for automation. A further advantage which automation can claim, and one which may influence some managements, is that machines do not join trade unions and cause all kinds of difficulties in the field of human relations. The use of computers to do routine tasks of processing information relieves business executives of the need to perform tedious and often time-wasting jobs, leaving them freer to concentrate on their more important decision-making functions. All these advantages which cybernation can offer to business have meant that in order to compete successfully more and more undertakings have been introducing machinery to do the work of human beings.

The most immediate and dangerous effect of continuing cybernation on the national economy of the United States is the vast unemployment which will inevitably result. As things are at present it is the unskilled workers employed on monotonous and routine tasks who are affected first, and these workers

— who contain in their ranks already underprivileged groups such as the Negroes — are beginning to feel uneasy about the situation, since it is they who are the first to be dismissed in case of redundancy.

Mr. Michael attacks the assumption that these displaced workers will be able to find work in the service industries. This field for employment is itself shrinking because of cybernation. He cites a number of services which are already on the decline, such as cleaning and laundry, due to the increased use of synthetic materials and household labour-saving equipment; the repair industry, whilst still reasonably flourishing, can be expected to decline also, since the new machines being made by machines in their turn can not only be repaired by the simple replacement of the faulty part but can also diagnose their own ailments and indicate to their operators where the trouble lies. Increased leisure among the working population resulting directly from cybernation will mean that more people will turn to do-it-yourself activities instead of using the services of professionals. And in shops and restaurants personal service is already rapidly giving way to self-service which is more convenient for the proprietors and customers alike.

A less obvious but perhaps even more significant field in which unemployment can be expected to occur as cybernation takes a firmer hold is in the lower and middle strata of management. For a start, large numbers of personnel man-

agement jobs are likely to disappear as businesses cease to employ works staff. Routine office jobs concerned with figures and the processing of information can now easily be performed by computers and this development could open up a whole new group of unemployed among the middle class.

As far as the professions are concerned — medicine, the law, etc. — there is room for new entrants, but here again difficulties present themselves. Not many of the untrained displaced workers could be absorbed because the routine jobs even in this field would be done by computers and machines, and only a limited number of the displaced workers would have the inclination, talent or opportunity to be educated up to a sufficiently high standard to join the top ranks of the professions.

But the problem is not merely one of absorbing people made redundant by increasing cybernation. The total number of jobs available will rapidly go down, while larger and larger numbers of people will be coming on to the labour market, many of them without skills. It is estimated, for instance, that twenty-six million untrained adolescents will be seeking jobs in the 'sixties, and this, even allowing for retirements at the other end of the scale, means that millions of completely new jobs will be needed on top of those necessary to absorb displaced workers. These youngsters, leaving school early, and finding that the jobs which they would normally be suited for — in factories, etc. — no longer exist, are liable to provide fertile ground for the seeds of discontent. Juvenile delinquency may be expected to rise to horrifying proportions and in its train will come a degree of social disruption comparable only to the disorders of the 'dustbowl' exodus.

An extensive programme of further education would be needed to counter this problem, in order to equip young people to deal with the new world of computers and automation. But this in itself creates further problems. Teachers are already in short supply, and the present generation is not versed in the

*Modern equipment in use at the new marshalling yard at Temple Mills, Eastern Region — British Railways eases control and speeds up movement of trains and wagons through the yard. The Control Tower hump is seen in the background to the left of the picture and automatic secondary retarders in the foreground on the mainline side of the marshalling yard*

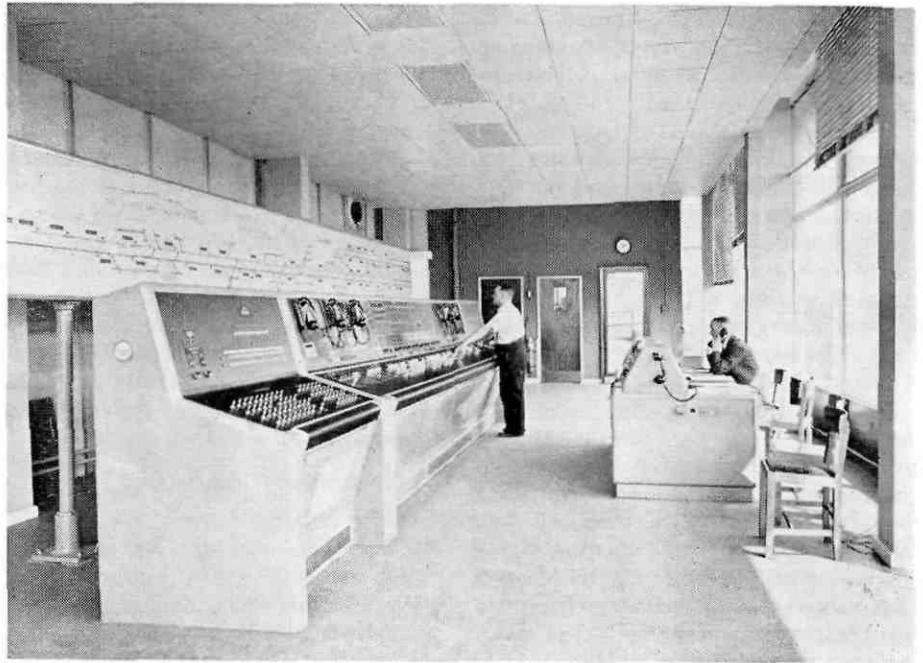


techniques of an automated age. The teachers will first have to be taught.

It should not be thought that no consideration at all has been given to the problems which increased automation will bring. Of the proposals advanced, however, none would of itself solve the extremely grave situation likely to exist in ten to twenty years' time. The process of retraining displaced people for jobs not liable to automation, or in the operation of the new equipment, is not easy. People may be unwilling to submit themselves for retraining or incapable of benefiting from further education schemes, and in any case, as we have seen, there is likely to be only a very limited number of jobs available to them even after retraining. Another difficulty is the reluctance of management to take any responsibility for this kind of service. Given the paramount nature of the profit motive, why should they be interested in spending money and resources on people whom they cannot use any more? It is of course beyond their comprehension that they are going to need a population of wage-earners to consume the products which their new machines are turning out.

The most far-reaching solution – the one which Mr. Michael seems to favour – is for an extensive programme of public works sponsored by the United States government. This, if undertaken on a sufficiently ambitious scale, could stimulate the economy and enable more workers to be reabsorbed into private industry, besides taking up immediately substantial numbers of unemployed. But such a solution would inevitably mean a totally different approach to the question of government intervention and regulation in the operation of industry, and could well presage the end of the present system of private enterprise. The spirit of a capitalistic economy would not survive such a radical change of outlook.

Another possibility is that of 'dumping' the excess workers of the United States in other countries where they could be used. This of course would present immense difficulties in the way of readjustment for the people involved, even supposing that an effective number would be willing to uproot themselves and their families to go to work in an alien environment. Rigorous application of birth control measures might also go some way to solving the problem, but the effect of it would be delayed and could have no effect on the



*Interior view of a new type of signalbox, power-operated on the 25 kv system of electrification, now in use in the London Midland Region of British Railways. Close contact is kept between signalbox and control centre by means of telephonic communication*

ten to twenty-year period during which unemployment would be at its most acute.

Another solution, again only partial, and one which the trade unions are attempting to press for in those areas where automation already threatens their members' livelihoods, is to introduce shorter working hours without loss of earnings. This goes some way towards relieving the situation, but it does not cope with the total abolition of whole job categories in a few years' time. Again some trade unions with members threatened by redundancy are concluding agreements with employers on early retirement provisions which ensure some measure of security for workers laid off as a result of automation. But to do this on a large scale would mean adding considerably to the already large retired population, with the consequent problems of what to do with increased leisure time.

This forms the next section of Mr. Michael's study. He sees four types of 'leisure' classes emerging during the period of transition to full cybernation. The first is the unemployed class, whom he sees as occupying their enforced free time either actively agitating against the system which put them out of work and creating widespread social discontent; moving around the country trying to find work (this is unlikely since at

times of crisis people tend to stick together, and in any case there is no guarantee that there will be jobs elsewhere); but inevitably becoming bored and demoralized by loss of dignity.

The second group is formed by the lower-paid workers on far shorter hours than at present. Workers in this group at the moment tend to take on a second job and the severe drop in earnings which would result if this opening were no longer available to them might be the cause of serious discontent and the possible disruption of family life. The third and fourth groups present no problems. Medium and higher paid workers on shorter hours are likely to take to social service activities in their increased leisure time, and could be used to help in the retraining of displaced workers for other jobs; the professional class is likely to have little or no more leisure than at present.

Mr. Michael then goes on to deal at some length with the dangers which the new cybernated society will present to American democracy. He sees the build-up of a new and powerful élite composed of the men in charge of programming the computers used by government and interpreting what they turn out. Coupled with this he sees increasing ignorance of the way decisions are arrived at in government on the part of the population at large. The quickness

and accuracy of the new machines will demand a different type of politician who is likely to be unsympathetic towards and impatient with today's slow, illogical and emotional democratic processes. Authoritarian personalities will rise to dominant positions, and since the computers are equipped only to deal with people as averages instead of as individuals, the tendency will be to treat them as a herd.

In industry there are already signs that the power complex will be radically altered. Since they have no effective voice in determining the manner in which business is run, the trade unions will be virtually powerless to prevent the increase of cybernation, and as their working membership falls, so will their influence. On the other hand the power of business to control the way the country develops, unless immediately harnessed by the government to an extent never before contemplated in the United States, is bound to increase. But effective control, in either public or private business, is almost impossible to imagine, given today's attitudes. Mr. Michael feels that the machinery for government control could be made to work, but that this would probably come only after the effects of indiscriminate cybernation were already irremediable.

Mr. Michael is certainly a prophet of doom. He sees the possibility of social unrest becoming so great that what he calls a 'war of desperation' would be the only solution, the only way in which all the discontent could be effectively voiced. A black outlook indeed – and the study is quite frightening in the view it takes of probable developments. But he does tend to underestimate the degree of awareness among the people affected of the threat which cybernation presents. The trade unions are making plans to cope with automation, and although their scope is rather limited, they are at least able to cushion the present generation of workers against the more extreme hardships which cybernation might bring.

But the alarmist approach has a very definite value. Too often dangers are only seen when little can be done to remedy them. Let us hope that Mr. Michael's warnings are heeded in time.

### Trafel by rail safer in the US



IN 1961, THE RAILWAYS had the lowest fatality figures for all

modes of land transport in the United States. The rate of passenger deaths per 100 miles in this year was 0.1 on the railways compared with 0.38 for the domestic airlines, 0.15 for the bus lines and – highest of all – 2.2 for private car and taxi traffic.

Air passenger fatalities on US domestic routes totalled 124 during last year; rail passenger fatalities on the other hand numbered 20, of which 14 had arisen from accidents due to passenger carelessness. Bus accidents caused 80 passenger deaths and accidents involving private cars and taxis killed 24,700 persons.

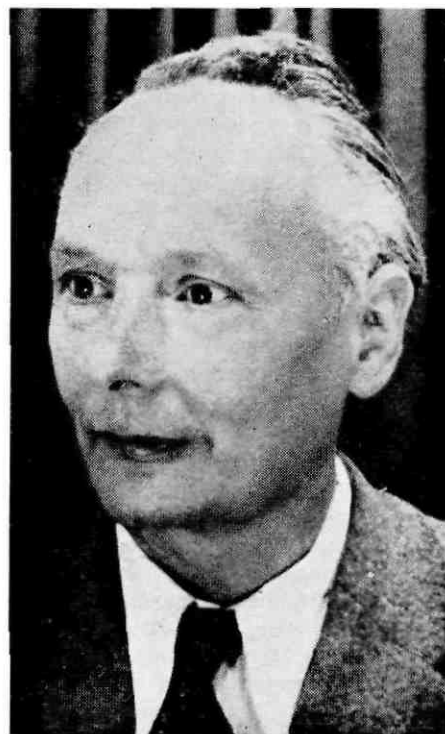
### Trade unionist imprisoned in Eastern Germany

IT WAS REPORTED recently that a court in East Berlin has sentenced a West German trade unionist to thirteen years hard labour for alleged espionage on behalf of the social democrats of Federal Germany and the US Central Intelligence Agency.

The victim of this savage sentence is Heinz Brandt of the West German metal workers' union. Chief editor of the union's official journal, he was arrested by the Communists whilst on a journey to West Berlin where he had been sent by his union. Brandt had been an active figure in the field of democratic trade unionism since 1958, when he fled from Communist Germany to the West. Before that time however he had been a militant member of the East German Communist Party.

The well known novelist and essayist, Manès Sperber, has discussed the significance of the Heinz Brandt case in an open letter addressed to an East German writer, a former companion of his in the struggle against nazism. In the letter he recalls the disgust that they and fellow anti-nazis had felt during the Hitler régime for the general willingness to ignore the humiliating lies and destructive forces which were shaping their age. It is of the greatest significance that the same man who, a marxist and a Jew, spent 11 years of his life in Hitler's concentration camps in the cause of freedom, should now be suffering for the same cause at the hands of that régime whose name consist of three lies, the German Democratic Republic. Brandt's arrest took place early on the 17 June last year, the eighth anniversary of the Berlin workers' uprising in 1953.

The so-called trial of the 7 & 10 May 1962, if it ever took place, was held be-




Heinz Brandt, editor of the West German metalworkers' journal, who was recently sentenced by an East Berlin court to thirteen years' hard labour for alleged espionage, after having been abducted by the Communists whilst on a visit to West Berlin

hind closed doors, because of the fear that this old revolutionary, who refused – to use Sperber's words – 'the tragic farce of making false confessions', might pass over to the attack. The only 'espionage' of which he was guilty was to make known to anyone who wished to hear about them his own personal beliefs, the 'convictions of a marxist no longer blinded, the convictions of a militant who has at last discovered that socialism is nothing without freedom'. Sperber goes on in his letter to make the point that the only secret Brandt had 'betrayed' was that the dictatorship of the proletariat has never been anything but an oligarchic tyranny which claims to spring from the proletariat, as the kings of old claimed to derive their powers from God.

In the name of the trade unions of the free world the ICFWU has made a formal protest about the abduction of Brandt to the United Nations Commission on Human Rights and to the International Labour Organisation, charging the Soviet Union, as occupying power, with a brutal violation of trade union rights.

# An appreciation of Johan Brautigam

by J. H. OLDENBROEK,  
former General Secretary of the ITF

 IT IS A FINE AND HUMAN TRADITION in the ITF to honour during their lifetime those who have rendered outstanding service to the organization. They are not unwanted and not forgotten. They are occasionally invited to Congresses and a table in the front row of the hall is reserved for such honoured guests. I was looking forward to meeting that old gentleman Johan Brautigam again at the Helsinki Congress (at Berne in 1960 he had still been so sprightly), but this seat remained empty, because a month before the opening date of the Congress he had passed away, aged 84. He died at his home in Rotterdam, his adopted seaport city of which he had become a leading citizen.

There were among the delegates at Helsinki many who had met him on occasion but inasmuch as his direct association with the ITF came to an end in 1935 only few outside his own country can be aware of the life and struggle of this remarkable personality. I would equate him with Ernest Bevin, that great leader of the British Transport Workers who, after more than forty years of eminent service in the trade union movement, assumed the high offices of Minister of Labour and Foreign Secretary of his country.

As a matter of fact, they had very much in common. Their antecedents show considerable similarity, their approach to problems was much the same. Of both it can be said that they did not beat about the bush nor reason in a circle, but that they would place the facts of a situation before their members and their trade union or political colleagues, however unpleasant and unpalatable they might be. No wonder that Bevin and Brautigam, who frequently met in the councils of the ITF (Bevin being a member of the General Council and Brautigam of the Management Committee), became lifelong friends. Bevin, though Brautigam's junior by three years, died in 1952 and I well remember Brautigam commenting on that said occasion: 'It is those hard years of our early existence that haunt us in later life and then there is the need for always catching up with the education of which we were deprived.'

My primary motive for paying tribute to Brautigam in the ITF journal is that he devoted his life to the material and moral advancement of his fellow-workers at home and abroad and that he successfully fulfilled this task which demanded great courage, sacrifice and determination.

The story of his life is first of all the history of the Dutch Seamen's and Transport Workers' Movement and part of the history of the ITF. Therefore his life is an inspiration to future generations. The distressing circumstances in which he grew up and toiled have radically chang-

ed in Holland – in no small degree due to his efforts – but in the greater part of the world inhuman conditions are still prevalent.

Brautigam was of working class descent. When his parents could not afford to send him to school any longer – school attendance was then not compulsory – he went, aged 11, to work for a pastry cook: "Wages" 1/6. per week. He frequently changed jobs, became a Jack of all trades, and at 18 he went to sea, having been offered that most exacting and dirtiest job on board which required no technical knowledge: that of a coal trimmer, working 12 hours out of 24, seven days a week. But he was a serious lad, was eager to learn and soon gained promotion, becoming a fireman and then an oiler, thereby reaching the end of

*Johan Brautigam, who died on 24 June this year, was one of the ITF's most prominent figures during the period between the two world wars. This appreciation of him by J. H. Oldenbroek gives an account of the immense range of his work for the trade union and labour movement of the Netherlands. Few outside his own country are aware of the wide scope of his activity.*



that career. When he returned from his first trip he went to the office of the newly-founded Dutch Seamen's Union to join up. That was something unexpected, a seaman asking to be enrolled as a member! In every ship in which he sailed during his seven years at sea he persuaded many of his mates to become union members. In between trips he would work in the Union Office – without pay, of course. Where he learned administration I do not know, but he was quick on the uptake and I do know from personal experience that he knew all about bookkeeping. After some time he would analyse and review the financial reports of shipping companies in such an excellent fashion that he was often quoted by the general press. He wrote as he spoke, in a lucid style and he was a fine speaker, one of the very best in the ITF. The only one I would compare him with is Robert Bratschi, former President. They had in common the elegance and the logical construction of their speeches, in which every word was in its place and every sentence the expression of a well-founded opinion.

In 1903, as a young man of 25, he was asked to stand for election and became the Assistant Secretary of the Amsterdam branch of the Dutch Seaman's Union (the only branch in existence) at a salary of £1 per week. Shortly afterwards, the scene of his activities switched to Rotterdam – that rapidly-growing

*Brother Jacob Oldenbroek, former General Secretary of the ITF and of the ICFTU, a friend and associate of Brautigam for many years, tells the story of a life of struggle and devotion in the cause of seafarers, dockers and transport workers in general*



*Brautigam is seen here at a meeting of the Dockers' Advisory Committee in London in 1928. (third from left, back row). Also in the photo is Ernest Bevin (left, on pavement), with whom Brother Oldenbroek (far left) compares him and whose friend he was for many years*

but at that time still totally unorganized port – although for the time being he himself continued to live in Amsterdam. In 1904, however, he settled in Rotterdam where, but for a short interruption, he was to stay for the remainder of his long life.

At the time when Brautigam came ashore the Dutch Trade Union Movement – what there was of it – was in the melting pot. It was largely syndicalist-controlled and the syndicalists believed that they could destroy the existing order of society by calling and supporting strikes which would then culminate in a general strike, upon which they would seize power. The consequence of this 'the end-of-the-world-is-in-sight'-theory was that the syndicalists wanted no collective agreements because they would bind the workers; no social legislation, because they wanted no Parliament; no political action for the same reason; no strike funds as the employers could match the pennies of the workers with pounds. Strike upon strike was declared which nearly all ended in failure and led to the annihilation of the Unions concerned and to indifference among the workers.

Brautigam had too critical and constructive a mind to go along with these self-destructing principles and tactics. He was not against strikes and sympathetic action – he led many in his days – but

he was against bringing the men out if there was no possible chance of success. Also he wanted to pay strike benefit to prevent the strikers' families from being starved into submission. He wanted the result of a victory to be laid down in a contract – a forerunner of the collective agreement covering the whole range of wages and working conditions. And above all he realised that a change of society could not be brought about overnight but could only be the result of a struggle of long duration. To undertake that struggle education, solidarity and powerful unions were needed.

To make progress in the struggle for better conditions syndicalist control over the Dutch Trade Union Movement had to be broken and after a lost general strike in 1903 the non-syndicalists got together to pave the way for the establishment of a Trade Union Centre built on modern lines. The decision to do so was arrived at in February 1905 and the N.V.V. (Nederlands Verbond van Vakverenigingen or Netherlands Federation of Trade Unions) started operations on 1 January 1906. The initial membership was just under 19,000. Fifty years later it was over half a million.

Brautigam, though doubtless in sympathy with the new tendency, was eager to maintain unity among the Seamen and other Transport Workers who had a



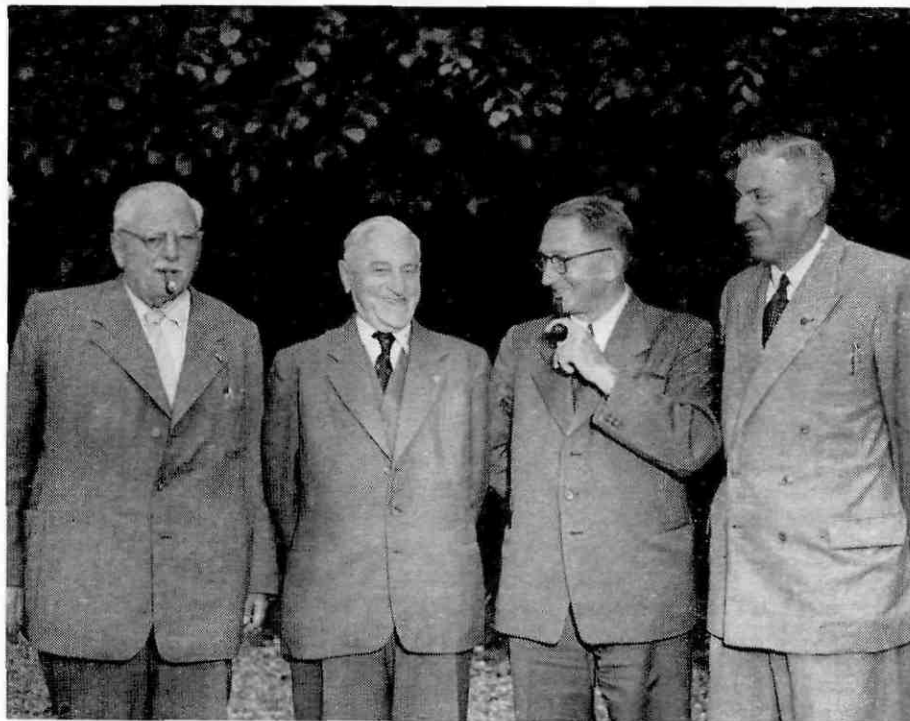
federation of their own, affiliated with the ITF and independent of the two centres. However, syndicalist influence was and has for a long time remained strong among the casual labourers in the transport and building industries. The syndicalists, though professedly freedom-loving, would always terrorise others and form caucuses to remove anyone who 'kicked over the traces'. Brautigam wanted to send a petition to Parliament demanding the enactment of a Workmen's Compensation Law for seafarers but he was denounced by his syndicalist colleagues as a Parliamentarian. In the end he was threatened with expulsion from the Union whereupon, in disgust, he handed in his resignation. He had however not reckoned with the loyalty of his members in Rotterdam. They had had enough of syndicalist machinations, and decided to secede from the Union. Brautigam threw in his lot with them. The new Union, operating in Rotterdam only, called itself 'Perseverance'. Under Brautigam's leadership the Union made headway. Like so many trade union officials in those days he was the head cook and bottle-washer: secretary, treasurer, organizer and editor. The shipowners would not hear of recognition. They were tough, not only in Holland but in all European countries. And the managers of the big companies were haughty. The Shipping Federation of Great Britain had spread its tentacles over the continent of Europe and developed into a gigantic strikebreakers' agency for seamen and dockers. They ran their own ships to house and transport strikebreakers. Those were not the best elements in the labour market, but the shipowners knew very well that the saddest sight for a striking seaman is to see his ship leaving port even though badly manned or undermanned. And how pleased the owners were to get rid of these crews once the strike was over!

Those were not the days of full employment. They were the days of pauperism, the afterbirth of the industrial revolution. The economy went through one crisis after another, causing long periods of mass unemployment, hitting most severely the men of the docks and the sea whose power of resistance was weakest. As we now all realise the Unions everywhere were too weak to overcome their mighty employers.

This state of affairs could not last. The Unions became stronger and the shipowners and stevedores found that public opinion had turned against them.

The successful seamen's and dockers' strikes of 1911 in Great Britain did not fail to have their repercussions on the

situation in Belgium and Holland, the more so as British Companies maintained regular services from Antwerp and



*Brautigam (left) with some of his trade union associates in the Netherlands. His trade union membership began in the 1890s, when he joined the newly-founded Dutch Seamen's Union, working in the union's offices without pay between trips. His first full-time post came at the age of 25, at a salary of £1 per week as Assistant Secretary of the Amsterdam branch*



*Labour disputes were frequent in Holland at the beginning of this century, and strikes were often unsuccessful due not least to the divisions in the labour movement. One of Brautigam's main preoccupations in those early days was to preserve unity among the transport workers*



*General Council meeting in Amsterdam in February, 1936. Brautigam is seated second from right, next to Edo Fimmen. Oldenbroek is standing second from left. Apart from his trade union work, Brautigam held a wide variety of posts in public life, among the most important of which was his post as Alderman of Rotterdam before the Second World War*

Rotterdam. On 1 January 1912 'Perseverance' was able to sign the first collective agreement. On 1 May 1911 the Union had affiliated with the N.V.V.

The need was now to consolidate the forces of the transport workers. Brautigam was instrumental in bringing about the amalgamation of the transport workers into one union. He had already achieved a merger between seamen and fishermen, but his aim was to unite the dockers, inland navigation workers, and road transport workers, together with his own union, into one unit. This was achieved during the first world war.

In 1918 the union had 16,500 members, two years later nearly 29,000 and on 1 January 1933 it had exceeded the 40,000 mark. Initially Brautigam was the secretary, soon afterwards he became the *President*.

There was still another important job to be done. The ships' officers had their own organizations: one for the Masters and Mates, the other for the Engineers; eventually they formed one Centre. In the early days relations between officers and ratings left much to be desired. In case of strike the officers continued to sail, sometimes even without ratings, or otherwise with blacklegs. Brautigam tried, persistently but patiently, to bring about friendly relations with the Officers' representatives. At one time the Engineers had co-operated with 'Perseverance' to press for a Workmen's Com-

pensation Law for seafarers. The atmosphere was changing and in 1932, when the shipowners wanted to impose a reduction in wages, officers and ratings formed a Contact-Committee for the Merchant Navy, with Brautigam as President. This must have meant to our erstwhile coal-trimmer the greatest satisfaction of his life. From then on there have been, despite initial objections on the part of the shipowners, joint negotiations. And today the officers and ratings all in one Union.

Brautigam, however, did not serve in the trade union field only. He was also extremely active in the wider public sphere. As early as 1919 he was elected a Member of Parliament, performing sterling work in both capacities. In 1935, when he was 57, he also accepted office as an *Alderman of Rotterdam*.

I should perhaps explain that an Alderman of a big Dutch town has a full-time job and is responsible for his own department. During his stewardship, Brautigam did much to embellish Rotterdam and on 18 May 1940, incidentally his 62nd birthday, he introduced a motion in the Council that the city centre - which had been ruthlessly devastated by German bombers - be rebuilt. It was not long before he was removed from his post by German invader. All the same, the city is almost reconstructed, and the motion has therefore been carried out.

The last position he held was again not a trade union post. At the end of the second world war, when he was already out of office, he was urged by the Dutch Government to accept an appointment as a Commissioner for the port of Rotterdam. The port, which had been seriously damaged and wantonly put out of action by the enemy, had to be rebuilt without delay and Brautigam was chosen to supervise this work. No mean distinction for one who had started so humbly in life, but who, nevertheless, succeeded in exercising great influence in all fields of public life which he entered.

He had the same influence in the ITF and more especially in the Seafarers' Section. He participated in several International Labour Conferences as the Workers' Delegate for Holland. For the dockers he once coined the slogan 'from Dunkirk to Hamburg', meaning that the dockers of the ports in four different countries had identical interests and should have identical working conditions. This again demonstrated his farsightedness, for today these dockers have a fine record of solidarity and unity.

When 75 he wrote his memories and reflections in a book called "Along the Quaysides and on board the Ships". He had returned to his first love.

His was a full and dedicated life.

### Tube trains on tyres for Paris



THE PARISIAN TRANSPORT undertaking, the RATP, is planning to adapt its underground railway system to the use of trains which will run on rubber tyres. The first line to be converted to this system will begin operating with the new trains in 1963. The changeover will be effected gradually on the other lines over a period of at least fourteen years.

Although the Metro is the busiest and best organized system of its kind, the trains in use at present are slow and are becoming less and less adequate to cope with the ever-increasing number of passengers taking to them. They already carry an estimated annual load of 7,600,000 passengers per kilometre. This figure is higher than that for the underground systems of London, New York and Berlin mainly because of the shorter distances between stations which average 500 metres. The large number of stations is necessary because of the heavy concentration of population in the metropolitan area of Paris, which is growing at the rate of 200,000 a year.

The traffic problem on the surface is becoming more and more acute and the 150,000 new vehicles a year which are filling the streets of Paris are increasing the tendency of the Parisian in a hurry to use the Metro.

The French have been nursing the idea of a Metro on tyres for some time. The first experimental line was built in 1953 and went into service in 1956. The experiment was a great success. The new trains afforded a time gain of 23 per cent over the old stock, and it was thus possible to run two trains less along the experimental stretch.

A rubber wheel is able to accelerate and brake faster than the conventional steel wheel, thus the new trains will be able to reach average speeds between stations of 28 km. per hour (16.8mph) as against the 22 kms per hour (13.2mph) averaged by the old type. The new Metro's top speed will be 70 kms. per hour (42mph). The trains will run on special wooden platforms set in place above the old steel track. Horizontal guiding wheels will run along special side rails. The rubber tyred rolling stock will also be equipped with steel wheels, which will automatically drop down on to the old track in the event of a puncture so that the train becomes a conventional steel wheeled train. R.A.T.P. officials say that punctures are rare, however, and that wear and tear on the tyres is far less than that on steel wheels. The wooden platforms are also more durable than the old rails. All these factors constitute important savings in maintenance costs. The more efficient braking capacity of the new trains makes possible a reduction of the safety interval in the passage of trains between stations which is at present 150 seconds during the rush hour. They are capable of such smooth and swift stopping and starting that an increase of ten per cent in traffic will be possible when they come into service.

The commuter trains run by the national railways (SNCF) and bus services, which link the suburbs with the underground system in the metropolitan area are becoming less and less adequate for the needs of the hundreds of thousands who travel daily from the outskirts to the city centre. The RATP is working in conjunction with the SNCF on a project to create an underground express railway system which will continue existing SNCF lines into the centre of Paris itself, linking at certain key points with the Metro. The tunnels for this system will be dug far below those of the Metro.

*Donald S. Beattie, Executive Secretary of the US Railway Labor Executives' Association.*



## Profile of the month

ON 12 MARCH this year a new Executive Secretary-Treasurer took up his duties at the headquarters of the United States Railway Labor Executives' Association, the central body for twenty-four unions associated with the railway industry. He is Brother Donald S. Beattie, former Director of Research and Statistics of the Brotherhood of Locomotive Enginemen, and he succeeds Brother Art Lyon who was appointed by President Kennedy to serve as the labour member on the Railroad Retirement Board.

Don Beattie belongs to a new generation of trade union officials, men who, thanks to the pioneering work of those whose working lives began early in the century, have inherited strong trade union organizations and a sophisticated labour relations system. Although dedication and courage are still the most important qualities for trade unionists, the issues to which they have to devote their attention today are far more complicated. The need is for men who have grown up with and are able fully to come to terms with the technological developments of present-day transport operations, and the problems which these give rise to in the lives of those employed in the industry.

Beattie received a Bachelor of Science degree in Industrial and Labour Relations from Cornell University in 1951. His practical experience of the railways began when he was still in high school, when he worked during three summers in maintenance of way and freight handling. He went to work as a locomotive fireman on Erie in 1941, and then served four years with the US Army Engineers' Corps from 1942 to 1946.

His experience of the procedures of bargaining and conciliation in the American railway industry began early in the '50s. He served as technical adviser to the BLE National Wage-Rules Committee in 1950-52; during this period he established that union's research and statistics department and became its Director. He was also technical adviser in what became known as the 'Improvement Factor Case' which involved both operating and non-operating unions in an at-

tempt to relate earnings and conditions to improved passenger- and freight-carrying capacity on the railways. He served on the Arbitration Board which decided on the BLE's wage claim for 1953-54, and on the union's National Wage-Rules Committee in 1955 and 1956-7. He was also on the 1959-60 BLE National Wage Committee and again served on the Arbitration Board which settled the claim and set the pattern for most of the recent wage increases in the industry. For more than a year prior to his RLEA appointment Beattie served as chairman of the research committee of the five railway operating unions during the vital Presidential Railroad Commission proceedings.


It is clear from the above account of his career that Beattie has, in the relatively short period of his practical trade union experience, gathered plenty of experience in dealing with the kind of problems which will face him as Executive Secretary of the RLEA. His rapid rise to a position of heavy responsibility demonstrates the respect which his qualities and achievements have won from his colleagues. In congratulating Beattie on his new appointment, BLE Grand Chief Engineer Roy Davids said: 'We regret that the Brotherhood must give leave of absence to such a valuable and trustworthy aide. However, it is a considerable comfort to know that our loss is gain for rail labour generally, since in your new post you will be serving the entire movement and not just one organization. All of us have prized and benefited from your counsel, help and friendship, and this ex-

*(Continued on the next page)*

# Round the world of labour



## Organising Greek workers in Germany

 THE GENERAL LABOUR CONFEDERATION OF GREECE (GLC) has decided to set up a five man roving committee which will be responsible for organising Greek workers in Germany in the German Trade Union Federation (DGB) and of dealing with all matters concerning these workers, referring them to the proper channels. At the same time the GLC established regional committees which are to be located in those areas of Germany where there are large numbers of Greek workers. These committees are to be led by experienced trade union officials.

## Icelandic fishermen's gift to Hull

 NINE BUNGALOWS and eighteen flats for retired fishermen and their dependents have been erected in West Hull as the result of a generous gift by Icelanders in immediate post-war years. The Hull estate, now known as Icelandic Close, owes its origin to a desire by Icelandic trawler owners and fishing communities to pay tribute to the worst bombed fishing port in Britain. For this purpose they raised £20,000 in 1946 and sent it to Hull, where it earned £8,000 in bank interest before the method of disposal was decided upon.

Then the Hull Corporation contributed a further £9,000 towards the erection of the homes, which were officially opened on May 19 by the Mayor of Reykjavik, Mr. Geir Hallgrimsson, and

*(Continued from page 225)*


pression of our high regard is offered most sincerely'.

Don Beattie, who is only 40 years old, will not have an easy time in his new post. Railway labour in America is facing an crucial period, with management determined to reduce employment and hold back progress towards better working conditions in the industry. The ITF, and particularly its railway affiliates in other countries who are facing much the same difficulties, wish him success.

have recently been visited by the Icelandic Ambassador.

Among present occupants of the homes are the widows of a number of Hull fishermen, who lost their lives off Iceland.

## AFL-CIO Fund raising campaign to help Algerian unions

 A FUND-RAISING CAMPAIGN to help the Algerian labour movement has been launched by the New York council of the AFL-CIO. If the drive is successful there, the AFL-CIO will spread the campaign to other areas. It believes that helping the Algerian labour movement is worth doing for its own sake, but also fears that unless the unions of the free world assist the Algerian workers, the Communists will move into their organizations. Brother George Meany, launching the campaign, stated: 'We of the AFL-CIO are determined to do everything in our power, along with the International Confederation of Free Trade Unions and our free trade union brothers throughout the world, to assist morally and materially the Algerian General Union of Labour in this final battle for political and economic independence'.


## New scheme for training British marine engineer officers

 A NEW SCHEME will shortly be introduced for training engineer officers for the British merchant navy. It provides for a two year course at a technical college, followed by six months' training in a special workshop and two years' apprenticeship at sea. After completion of his training the candidate will be employed at sea as a junior engineer officer and will subsequently take his qualifying examinations, obtaining his certificate in the same way as junior engineer officers who have been trained in the traditional way.

By the method of training which has been customary for over a century, a boy would go to sea as a junior engineer after he had completed a period of apprenticeship at a heavy engineering


works, preferably one specialising in the construction of marine engines. He would then study and sit for examinations in order to obtain his certificate. This method of recruitment and training is no longer as efficient as it used to be, since boys possessing academic ability now study longer and pass the necessary examinations at school or college. They no longer enter industry by way of apprenticeship. Shipowners in Britain have become alarmed over the steady decline in recent years in the number of young men entering the merchant navy by the old officer training scheme. The 1962 Scheme, as the new programme is to be called, will thus help to fill a gap in the merchant navy's recruiting procedure.

## 60th anniversary of the Norwegian Marine Engineers' Union

 ON THE 13TH AUGUST the Norwegian Marine Engineers' Union began its 19th National Convention in Oslo. Delegates from the union's 21 locals were present. Fraternal delegates from parallel organizations in Denmark, Finland and Sweden also attended.

This year's Convention was the occasion for celebrating the union's 60th anniversary. The Convention ended with a reception to commemorate the founding of the organisation. The Norwegian Marine Engineers' Union began in 1902 with a membership of 1,250. The 21 locals between them now have a total paid up membership of 7,700.

## Road accidents in Europe

 STATISTICS for road traffic accidents in Europe for 1960 have now been made available by the United Nations Economic Commission for Europe. According to the statistics 54,154 persons were killed in road accidents in seventeen countries. The figures apply only to seventeen countries, as none are available for the rest. In view of this and of the different method of recording fatalities in the various countries - France for example records a person as killed if the death occurs within

three days of the accident and Belgium only if the death occurs at the scene of the accident – the real total of persons killed in the whole of Europe is almost certainly over 65,000. Comparable statistics for 1953 give the total number of killed as 37,302, but the 37 per cent increase from 37,000 to 51,000 is considerably less than the increase in vehicles using the roads. The number of motor vehicles has increased by 120 per cent for the whole of the seven year period.


Road deaths recorded for 1960 per million inhabitants were 265 in the Western Germany, 237 in Switzerland, 182 in France, 164 in Italy, 137 in the United Kingdom. These are the countries where the fatality rate was highest in that year.

Pedestrians and riders of two-wheeled vehicles are those who suffer most in road accidents. Drivers and passengers of motor vehicles according to these figures account for less than half the total number of fatalities.

The ECE's statistics indicate that 1,703,572 persons were injured in road traffic accidents during 1960.

Of the 1.8 million vehicles involved in accidents recorded in fifteen of the countries, 20 per cent were bicycles or mopeds, 16 per cent motor cycles, 40 per cent private cars, 19 per cent lorries or delivery vans, and the remaining 5 per cent motor coaches, buses, trams, horse drawn and other vehicles.

### MEBA plan to meet impact of shipboard automation


 THE MARINE ENGINEERS' Beneficial Association has worked out a plan in conjunction with the United States East Coast shipowners, which will ease the impact of new labour saving equipment on engine room officers. The plan provides for early retirement and retraining for engineers displaced by the change-over to automated operation. Some 40 shipping companies, affiliated to the Committee of Independent Atlantic and Gulf Operators, are co-operating with MEBA in the plan.

The pension programme at present in force under the union's existing agreement with the companies will be changed to allow retirement after 20 years' service, whereas previously engineer officers had to be at least 60 years of age in order to qualify for a pension, unless they were disabled. Pension benefits are also to be increased from \$150 to \$200 per month.

Similar arrangements may be made


with two other major ship operating groups, the American Merchant Marine Institute and the Tanker Labor Service Committee (which negotiates for 18 tanker companies operating between the Gulf Coast and the North Atlantic) with whom talks have been held.

### NMU appoints arbitrator for contract disputes

 THE ITF-AFFILIATED National Maritime Union of America, in conjunction with the shipowning companies with which it has collective agreements, has appointed an arbitrator to deal with disputes involving contract violations.

The arbitrator, whose appointment was announced jointly by NMU President, Joe Curran, and spokesmen of the companies concerned, would serve only in cases of alleged contract violation and not in contract negotiations, unless agreed to by both sides. He would begin hearings within 24 hours of a complaint being received, and would announce his decision within three hours of a conclusion being reached.


### Training labour leaders for Latin America

 THE AMERICAN INSTITUTE for Free Labour Development, run by the AFL-CIO in Washington DC, has begun a course for training labour leaders for Latin America and the Caribbean area. Opening the course, Serafino Romualdi, AFL-CIO Inter-American representative, spoke on the need in the Latin American and Caribbean areas for a new type of labour leader – the kind who has within himself a burning desire to serve his fellow workers and his country and who is willing to acquire a great deal of technical knowledge. The new concept of organised labour required that labour must be recognized and respected if it is to meet on equal terms with employers and governments. Only a strong and independent labour movement, Romualdi said, could work as a partner in achieving the economic growth which would bring about a higher standard of living. Such a growth however could only be realized in an atmosphere of freedom and political stability. This presupposed the existence of a representative democracy.

Forty-five union leaders from Latin America and the Caribbean are attending the course, but the Institute plans to train 100 to 120 each year at the Washington headquarters. It is also establish-

ing regional or national centres in the countries of Latin America, which will give short term, part time courses for local leaders and advanced courses for institute graduates.

### An act of friendship


 THE PAN-HELLENIC SEAMEN'S FEDERATION recently performed one of those acts of friendship which, while costing little in terms of money or effort, make an invaluable contribution to the spirit of international understanding and solidarity. The Indian crew members of the 'Silver Dale', until recently operating under the British flag but now under Greek flag, were discharged when the vessel changed ownership, leaving seven months of their contract unserved. Arrangements are being made to attempt to obtain for these men the seven months' pay due to them, plus severance pay for termination of contract. When they arrived in Greece the ITF-affiliated seamen's union there organized a sightseeing tour for them in Athens and the surrounding district. Manthos Petroulis, the General Secretary of the Greek union, reports that the Indian seamen enjoyed this immensely, and he took the opportunity to impress upon them the importance of trade union organization. They were supplied with copies in English of the collective agreement in operation for Greek seafarers and were told about the activities of the ITF on behalf of the world's seafarers.

It is this kind of 'good neighbour' action which does more to strengthen international brotherhood than any number of pious resolutions.



*A group of Indian seamen, who had been discharged from a ship following a change of ownership, were taken on a sightseeing tour of Athens by leaders of the ITF-affiliated Pan-Hellenic Seamen's Federation. Here they are seen with Brothers Manthos Petroulis, General Secretary of the Greek union, (standing right of centre) and Brother Kazakos (second from right), head of the union's International Relations Department*

# Spotlight on integration economic

 FOLLOWING A NUMBER OF REQUESTS and suggestions from affiliates, it has been decided to incorporate in the ITF Journal a new feature giving information on the movements towards economic integration taking place in various parts of the world, with particular emphasis on the effects these movements will have on the transport industry and the working conditions of transport workers.

It is our intention, in the next few issues of the Journal, to concentrate mainly on what is perhaps the most ambitious, and certainly the most advanced, attempt at economic integration which has so far taken place – the European Economic Community. In later issues we shall try to cover similar developments in other continents. What follows is a brief history of how the European Economic Community came to be set up, and a description of its aims and how it works.

The first steps towards European unity were taken very shortly after the end of the Second World War. The establishment in 1947 of the United Nations Economic Commission for Europe (ECE), which embraces 29 countries, East and West, was quickly followed in 1948 by the formation of the Organization for European Economic Cooperation, since 1960 known as the Organization for Economic Cooperation and Development (OECD). This body, composed of 17 Western European nations\*) was originally intended to help administer American post-war aid to the devastated economies of Europe. It soon became clear, however, that the OECD in the economic field, and the Western European Union in the political field,

fell short of any real economic or political union.

The Benelux countries (Belgium, the Netherlands and Luxembourg) had since the middle forties been moving towards a customs union, and the formation in 1952 of the European Coal and Steel Community, which brought the six Common Market countries together for the first time, showed that closer economic unity could be achieved. In 1955 these six – Belgium, France, Germany, Italy, Luxembourg and the Netherlands – agreed to establish a Common Market; the Treaty of Rome setting up the European Economic Community was signed in 1957 and came into operation on 1 January 1958.

*This photograph was taken at an early meeting of the Committee of ITF unions in the European Economic Community. Seated at the top table are Brother Raschaert, part-time Secretary to the Committee, Laan, former Chairman of the Committee until his appointment as ITF Director of Regional Affairs, and Seibert, present Chairman of the Committee*

\*) Details of member states appear at the end of this section.



## Aims

The principle aims of the Community are set out in Article 2 of the Rome Treaty which states: 'It shall be the aim of the Community, by establishing a Common Market and progressively approximating the economic policies of Member States, to promote throughout the Community a harmonious development of economic activities, a continuous and balanced expansion, an increased stability, an accelerated raising of the standard of living and closer relations between its Member States.' These aims are to be achieved by the abolition of internal tariffs and quotas on trade between the members of the Community; the establishment of common tariffs on trade with countries outside the Community; the free movement of persons, services and capital within the Community; the establishment of a common agricultural policy; and a harmonized transport system. In addition to these steps, measures are being taken to promote fair competition and to coordinate economic and social policies.

## Institutions

For the administration of the Community, a number of bodies with more or less supra-national authority have been set up. The principal executive body of the Community is the *Council of Ministers*. Its task is to coordinate the economic policies of the Member States with that of the Community, and it acts in most cases on the proposal of the European Commission (see below). Voting on certain matters is by 'qualified' majority, France, Germany and Italy each having four votes, Belgium and the Netherlands two votes each and Luxembourg one vote; the majority is fixed at 12 votes.

The *European Commission* consists of nine members, not more than two of whom may be from any one country, appointed on the unanimous agreement of the governments. They form the permanent secretariat of the Community, and are responsible for ensuring that the provisions of the Treaty are carried out; for this purpose the Commission is empowered to make recommendations and give opinions. The Commission is the body which represents the Community — before the Assembly (see below), in judicial matters, and in negotiations with third countries and with international organizations. It has powers of independent decision, being able to carry out measures within the general

framework of the Treaty or take action on behalf of the Community in cases of urgency.

The *European Parliamentary Assembly* is the body which exercises political control over the institutions of the Community. It is composed of delegates elected by the parliaments of Member States from amongst their numbers. The Commission must submit reports to the Assembly and answer any question which the latter may put.

The *European Court of Justice* is composed of seven judges appointed by the unanimous agreement of the Member States. Its task is to ensure that the Treaty is validly applied and interpreted, and it adjudicates in disputes between Member States, between Member States and the organs of the Community, or in appeals against the organs of the Community.

(The Council of Ministers, the Assembly and the Court of Justice also exercise similar functions with regard to the European Coal and Steel Community and the European Atomic Energy Community (Euratom), which exist as parallel organizations to the European Economic Community, but which have their own individual secretariats, the High Authority and the Euratom Commission respectively).

The Treaty also provides for various consultative organizations, of which perhaps the most important is the *Economic and Social Committee*. Its members are nominated by Member States and appointed by the Council of Ministers. The Committee contains two specialized groups, one for transport and one for agriculture.

## Transport coordination bodies

There is a multiplicity of European bodies dealing with transport coordination problems. The United Nations Economic Commission for Europe has a transport division. The countries of the Organization for Economic Cooperation and Development established the European Conference of Ministers of Transport (CEMT) in 1953 which considers questions affecting all forms of inland transport. And the European Economic Community has a Transport Directorate responsible for working out a common transport policy for approval by the Council of Ministers. On 27 May 1958 the ITF-affiliated unions within the EEC set up a body (known as the Brussels Committee) whose task is to get a hearing for the trade union point of view when decisions affecting transport workers'

conditions are made by the Community.

Further details of plans for the coordination of transport within the EEC will be published in our next issue. Meanwhile, we reproduce the text of Brother Philipp Seibert's speech to Congress on Transport Integration and its Social Consequences on Transport Workers.

ECE Economic Commission for Europe (United Nations); 29 countries; established 1947.

OECD Organization for Economic Cooperation and Development (formerly OEEC, Organization for European Economic Cooperation); Austria, Belgium, Denmark, France, Germany, Great Britain, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Sweden, Switzerland, Turkey; established 1948.

EEC European Economic Community; Belgium, France, Germany, Italy, Luxembourg, Netherlands; established 1958.



*Driver of a one-man bus in Belgium. It was due in part to the initiative of the Benelux countries — Belgium, the Netherlands and Luxembourg — that other European countries realized that economic and political integration was a practical possibility. Brussels is virtually the capital of the EEC*



*French railwayman performing coupling operation at night. One of the more disturbing features of the manner in which transport integration in the European Economic Community is being contemplated is the emphasis on 'free competition'. The trade unions are making every effort possible to ensure that their members are protected from the effects of over-fierce competition*

# Transport integration and its social conse- quences for transport workers

by PHILIPP SEIBERT  
(President of the German  
Railwaymen's Union)



IT IS IN THE VERY NATURE OF TRANSPORT TO OVERCOME national boundaries and to knit closely together the transport systems of the different countries. This characteristic produces on the whole favourable conditions for solving our tasks as trade unionists in further increasing the standard of living and ensuring that the economy works at full capacity. As trade unionists we have, naturally, from the start taken a positive attitude towards efforts aiming at economic integration. With its widely acclaimed study of 'Transport policy problems at national and international level' the ITF was the first organization to provide an extensive statement on the Rome Treaty and to put forward concrete proposals for solving problems of co-ordination and integration of transport. This study was generally well received by the public.

Transport is one of the most important factors making for economic integration. This must be emphasized because, during discussions on the reorganization of the transport system in recent years, the full rôle which transport plays in the economic system has not always been properly recognized. It is even today often maintained that transport is no more

than just one branch of the economy, not differing essentially from any other branch. This point of view, however, fails to take into account the fact that transport is in fact absolutely indispensable for the economy as a whole. It is the very basis of a modern large-scale economy.

Before the invention of the steam engine, *Flats on a canal in Amsterdam. The present level of expenditure on social benefits, and the methods of financing this expenditure, vary widely between the different countries of the EEC, but the aim as expressed in the Rome Treaty is to bring them gradually closer*





gine, land transport, particularly, was confined within very narrow limits. Different economies were linked primarily by sea or by navigable water courses. Practically all ancient civilizations were based on sea transport. The Polynesian area represents an example surviving down to the present day of the rôle which the sea plays in promoting transport under primitive conditions. In Greece also, shipping still plays a decisive rôle in inland transport. In Africa and South America river transport is of decisive importance. The large rivers have enabled man to penetrate into the interior of these continents. Everywhere in the world where geographical conditions permitted inland waterway networks were constructed at public expense at an early date in order to promote the general development of the national economy. Even in the United States of America, the inland waterways have left their mark on the original economic structure of the constituent states.

The power of inland waterways and maritime transport to integrate economies was, however, relatively small before the advent of modern transport techniques. Ships seldom had a capacity of more than 300 tons and natural waterways were only navigable by very small vessels. For this reason Europe had, up to the beginning of the 19th Century, very few cities larger than a medium-sized market town. Each of these cities formed, together with the adjoining rural area, a single self-contained community relying on its own production to meet its own requirements.

### The railways open up the continents

The economic structure of the world's continents did not change radically until the advent of the railways, which gave rise to an abrupt reduction of inland transport costs. In this way the economic significance of geographical distance was drastically reduced. Areas which had been practically inaccessible previously were brought very near indeed. The railways enabled the different European regional economies to be brought together in a very short time to form national markets for raw material and manufactured products and the foundations were thus laid for the industrial revolution of the 19th Century. In the United States too it was the railways which first really opened up new territories for economic exploitation. Settlers moved westwards into the interior of the continent accomplishing an admirable pion-



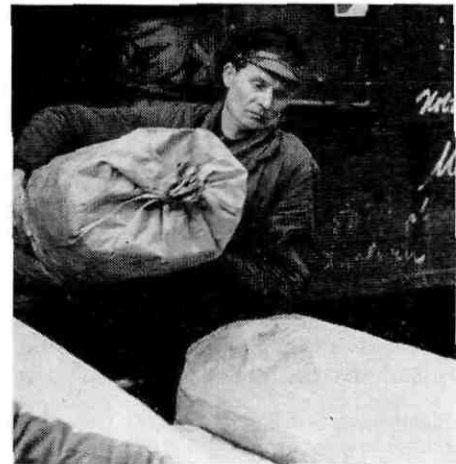
*On board a Rhine steamer. Rhine navigation is already subject to international control, and the European Economic Community has drawn up a timetable for the progressive harmonization of social conditions in inland navigation as well as the other forms of inland transport, road transport and railways (photo: Vater, Stuttgart)*

neering task and creating the conditions for the country's subsequent development. A similar situation occurs in Argentina where an extensive railway network enabled the population to utilize the country's considerable economic resources. South Africa and Australia also possess considerable railway networks which, in Asia, is also true of India, Japan and Malaya.

Before the coming of the motor car railways represented the most important factor for determining the location of centres of production in all parts of the world. The monopoly of the railways, however, made the economy dependent on them. The railways had it in their power, through their rates policies and the extent to which they opened new lines, to determine whether entire areas were to be subjected to a powerful economic development or left to stagnate. This shows clearly how transport forms the very basis of our modern economy and how necessary it is for the state to retain a regulatory supervision over it and to guide its development.

### The motor car changes the structure of the railway age

After the invention of the internal combustion engine the railways found themselves confronted with an extremely efficient alternative means of transport: the motor vehicles. With a much denser network at its disposal than the railways the road vehicle has contributed to a decentralization of industrial areas. This



*Transferring goods from train to ship in Hamburg. When the provisions of the Rome Treaty concerning the mobility of labour come into full effect, it will be possible for a worker within the EEC to take a job in any member country, settle there and receive social security benefits, pensions, etc. exactly as if he were a national of that country*

represents its great historical contribution towards economic integration. On the other hand the competition of the motor vehicle has destroyed the traditional monopolistic structure of the railway age and has given rise to very difficult problems of transport coordination which have also occupied us in the ITF for a number of years.

We believe that reasonable competition in transport produces its own regulating forces making for a healthy development both in transport and the economy as a whole. Special technical and economic factors arising in transport, however, give rise to the danger that healthy rivalry may degenerate into cut-throat competition and finally bring about chaos. For this reason the state will be obliged to continue its interventions to supervise and guide development in the transport sphere.

Another crucial problem arises from the fact that in wide sectors of the transport industry uneconomic conditions make fair competition impossible or, alternatively, competition itself would bring about uneconomic operating conditions. This is especially true of remote rural areas with very little industry, and also of urban traffic. Particularly as far as suburban commuter services are concerned, transport services cannot be left to look after themselves but require the encouragement and guiding intervention of the state. It is clear that the European Commission shares this view because of the strict distinction made between pas-

senger and goods traffic in its memorandum on the general lines of a common transport policy. It also takes account of the requirements of regional economies.

In general, however, the transport requirements of outlying areas and those of developing countries receive too little attention in discussions on regulating competition in transport. The European Commission is all too ready to comply with the wishes of the railway administrations to close uneconomic branch lines and depots, understandable as these wishes may be from the point of view

of operating costs.

We are therefore particularly gratified that the Economic and Social Committee associates itself, in its statement on the memorandum of the European Economic Community, with our trade union point of view and has expressly pointed out that branch lines may only be closed down if the consent of the government concerned has been obtained. This point of view has also been put forward in the statement made by the European Parliament on the Commission's memorandum.

*Maintenance work on a tram. The advance towards the economic integration of Europe is certain to have a profound effect on the conditions of transport workers, not least through the operation of plans for gradually levelling up social conditions in the transport industry*



### **Neglect of basic transport requirements by colonialist powers**

The provision of adequate transport services enabling a proper exploitation of the economic resources of the country concerned is important not only for the developing countries although it has a quite special significance in respect of these. No country in Africa apart from the Union of South Africa possesses as yet an adequate communications network. This is not only because of geographical peculiarities although it is undoubtedly true that very often the geographical structure presents particular difficulties: for example, in West Africa there is a lack of natural harbours and in East Africa too, the geographical conditions are not favourable. As trade unionists, however, we must realize that the inadequate development of communications systems throughout Africa are very largely the result of the previous colonial status of the countries making up the continent.

Without taking account of the actual economic structure of the area concerned, transport policies have been followed the whole purpose of which was to serve the administrative, defence and foreign trade policies of the colonial powers. Very often, direct communications routes were established providing access from the ports to the inland areas from which the raw materials were exported and these, naturally, did not take full account of the social requirements of the country concerned.

We are in agreement with the views expressed by the competent economic organization of the United Nations that the development of the communications network in Africa will have, in the first place, to further an effective policy aiming at the elimination of sickness and epidemics and thus give priority to what is a social purpose. In the first phase of transport integration in Africa priority should be given to establishing communications between settlements in the interior and larger towns (possibly by the construction of light roads). It will only be possible to construct a railway network capable of carrying a heavy volume of traffic when comprehensive transport planning clearly indicates the direction of future streams of traffic (especially as far as bulk goods transport is concerned). We are as yet not in a position to make such forecasts and are not even in a position to predict how the various states will evolve into larger

economic groupings. In the case of East Africa it is anticipated that talks will begin in the not-too-distant future on economic cooperation between Tanganyika, Kenya and Uganda. The communications networks as well as the ports of these three countries are already administered by one authority, the East African Railways and Harbours Authority, which will be of considerable help in solving the economic and social problems with which the trade unions in these areas are confronted.

Developments in Latin America have already proceeded much further. The Latin American Free Trade Area was created in February, 1961, embracing Argentina, Brazil, Chile, Mexico, Peru and Uruguay. In the near future Colombia, Ecuador and Venezuela will also join this economic union. It should be remarked that there are also considerable factors favouring the integration of transport in Latin America, as witnessed by the existence of a dense railway network in Argentina. In addition to the Latin American Free Trade Area, there is also the Common Market of Central America embracing Guatemala, Honduras, El Salvador and Nicaragua. These states have agreed by treaty to complete economic integration within a period of five years. In Central America a number of discussions have already taken place within the framework of the Common Market on the formulation of transport policy. Existing road and rail communications between these countries are to be extended considerably.

#### **The solution of trade union problems through international contact**

In the United Nations Economic Commission for Asia and the Far East efforts are at present being made to internationalize the railway traffic of South East Asia. The aim is to achieve a direct connexion by rail between South East Asia and Asia Minor through India and Pakistan. The realization of these projects will bring serious trade union problems for railwaymen and road transport workers and the closest international contact will be necessary in order to solve them. The difficulties of transport integration increase with the complexity of the transport apparatus already in existence. Carriers with a long history behind them strive to retain their established position and to consolidate and further extend this. Particularly grave difficulties are encountered in attempts to integrate transport in highly industrialized

countries where not only are the traditional means of transport engaged in defending their positions but where powerful concerns with a close connection with the transport sector such as the petroleum companies and the motor vehicles and tyre manufacturing companies attempt to press their own particular interests. In contrast to the European situation, the integration of transport in Africa for example is much simpler because here the communications system is only in the initial stages of development. Africa has an expanding communications system and, since transport policy planning here does not encounter any of the obstacles which have been inherited in Europe, it would be possible to construct an African communications network which approaches very closely the economic ideal of providing a specific service at the least possible cost. This would act as a stimulus to the economic development of this continent at the same time affording an opportunity of avoiding the mistakes made by the older industrialized nations.

#### **Economic integration and social progress**

As trade unionists, we must realize that economic integration is not of necessity associated with social progress. Unless the necessary social measures are taken, integration tends to make more acute existing economic and social inequalities between nations. It will therefore be one of our most pressing tasks as transport workers' trade unions working in close co-operation with our national centres as well as with the ITF to see to it that the agreements on economic integration incorporate formal provisions guaranteeing a rapid and general improvement of the standards of living of all social groups, continuous improvements in social conditions as well as the aim of full employment.

It is the view of the European Commission that, within the framework of general social policy, special solutions must be found for the transport sector which will lead to improvements in the present social situation and to the elimination of unnatural inequalities in working conditions. This is also necessary in order to bring about a satisfactory regulation of competition in transport. There is general agreement that healthy competition in transport is not possible without the attainment of comparable social conditions. As trade unionists, we do not regard social harmonization as entailing absolute uniformity of social conditions.

Where the conditions for social progress are present, this development should not be checked by reason of social harmonization. Countries with a sound economy and strong trade union organizations must be the pace-setters of social progress. Social harmonization must, however, serve to bring inferior social conditions steadily nearer to the better conditions prevailing elsewhere and the purpose of minimum standards is to prevent undertakings from gaining unfair competitive advantages by reason of inferior social conditions. It is well known that transport is regarded, especially by large-scale industrial concerns, as an instrument for reducing costs and that, as a result, a tendency exists to call for cheaper transport because this would place industry in a better competitive position. A certain cynicism is evident in the views advanced by the International Federation of Industry with regard to the European Commission's memorandum on the general lines of a common transport policy: the representatives of industry in fact advocate the reduction of good social conditions applying in certain individual transport undertakings. The relevant passage reads:

'If certain transport undertakings afford their employees better conditions than others, they must accept the consequences which arise in respect of their ability to compete. This handicap can be avoided in future by eliminating such advantages as are not justified'.

#### **Social conditions should not be manipulated**

Similar views have already been heard from management representatives. This clearly illustrates the urgency with which we must approach these problems at international level in order to counteract these tendencies. We cannot allow competition between the various undertakings to be carried out at the expense of the workers in the transport industry. In the same way as capital charges and taxes represent definite items in the accounts of the transport undertakings, which the latter are able to influence only insignificantly, we shall make it our business to prevent the transport undertakings in the future from manipulating the social conditions of their employees solely with the purpose of improving their competitive position.

In this respect the European Commission has adopted a gratifyingly progressive point of view. In their programme published in May this year laying down



*An integrated and rational transport system throughout the countries of the European Economic Community is one of the conditions of its success, and it is essential that the unions make their voice heard in the reorganization programme (UN photo)*

the lines of their common transport policy it is stated once again that all measures of social harmonisation of living and working conditions must aim at the improvement and harmonization of living and working conditions as a contribution towards social progress. Unlike the European Federation of Industry, the Commission does not attempt to limit social harmonisation to individual carriers but wishes to see this harmonisation so far as possible carried out so as to adjust the respective situations of the three means of transport whilst paying attention to the special technical characteristics of each.

In putting forward its point of view on the European Economic Community document the European Parliament in Strasbourg expressed the view that there were no insurmountable obstacles to the harmonisation of working conditions in transport. Whilst we as trade unionists must endorse this view in principle, we are however quite aware of the fact that this process of harmonization will bring with it social repercussions affecting certain groups of transport employees, primarily those engaged in inland navigation.

It is quite conceivable that inland navigation may encounter grave difficulties over a considerable proportion of the canal system following complete equalisation of social conditions coupled with the obligation to meet the full infrastructure costs. This also applies in the same way to road transport. This process of adjustment must therefore be a long-term project. According to the

timetable drawn up by the European Commission the harmonisation of working conditions between the three means of transport is not to be embarked upon before 1970, by which date harmonisation within the respective individual means of transport will have been completed. It is intended, however, that by 1967 individual users will have to meet on a pro rata basis their share of the infrastructure costs.

We welcome a timetable because – arguing precisely from social considerations – we are of the opinion that the harmonisation of competitive conditions must not be regarded as an indispensable preliminary action to be completed before integration but rather, as the Commission emphasises, as one of the components of the process of integration. The harmonisation of competitive conditions must proceed apace with the progress of economic integration.

The Commission proposes to give road transport and inland navigation a certain priority in the progress of social harmonisation because the difference in working conditions and the requirements of public safety are most urgent in these sectors. We are particularly gratified that transport on own account is also to be included in the process of social harmonisation.

Among the necessary measures aiming at harmonisation, particular importance attaches to harmonisation and reduction of working hours. The transport workers' trade unions affiliated to the ITF are aiming at initial reduction of working hours in Europe to a five-day 40-hour week without loss of pay. This should facilitate a subsequent evolution towards American working conditions with further reductions in working hours.

The programme drawn up by the European Economic Community envisages the first stage of harmonisation measures concerning working hours and rest periods in road transport as taking place in 1964. Common regulations instituting the obligatory manning of certain transports with a two-man crew are, however, to come into effect not later than the end of 1965. The Commission's view is that all harmonisation measures in respect of road transport must be completed by 1968. The Commission's timetable for inland navigation is less specific. International agreement to which inland navigation is subject, play a special rôle also in respect of social conditions. Nevertheless, the first measures concerning inland navigation are to be taken

before 1965. Harmonisation measures as far as the railways are concerned are considerably simpler since the railways already have precise regulations concerning working conditions and the differences between one country and another are not so marked. The Commission is of the opinion that the harmonisation of working conditions on railways should be completed by the end of 1969. From 1970 when harmonisation within each of the three means of transport will have been completed, the Commission will begin harmonising conditions as between the three means of transport.

### **High wages and economic expansion**

The question of the harmonisation of wages presents marked contrasts. The ITF Study to which I have already had occasion to refer makes it clear that differences in wage costs in transport are not the result of differences in productivity as is the case in other sectors of the economy. The efficiency of vehicles of equal value is everywhere approximately the same and the human beings in charge of them fulfil the same requirements. For this reason increased significance attaches to the wage factor in international competition between means of transport. The ITF Study hits the nail on the head by pointing to the particular problems which arise when a particular transport operation is carried out between a country with relatively low wages and another with relatively high wages. It is, however, also our opinion that economic expansion within the European Economic Community will make it necessary for the trade unions to adopt a dynamic wages policy assuring transport workers of a greater share in the social product of the Community. The steady increase in purchasing power will promote economic expansion, thus assuring full employment throughout the Community.

The effective implementation of harmonisation measures will however necessitate the institution of a system of supervision. Our experience confirms the fact that previous measures taken by the State Authorities have been by no means adequate in this respect. The trade unions, therefore, find themselves confronted with a new responsibility, that of assuring the preservation of the social progress which they have hitherto achieved. Through our members we know just where unfair competitive advantages exist on the basis of poor wages and bad working conditions and it is therefore up to us

in the first place to see that the necessary remedies are applied.

The re-shaping of the transport system accompanying economic integration is very closely bound up with social problems. It is clear that not until the transport system has been stabilised, can there be a real basis for good social conditions in transport. For this reason we regard it as our duty to devote attention also to questions of transport policy. This task is indeed extremely difficult and complex and is not something which the trade unions can deal with in a facile, perfunctory manner. It involves the long-term security of employment of all those occupied in all sectors of transport and thus amounts to a task falling on the trade unions, to which the latter must give their entire attention and energy.

The European Commission has also drawn up a timetable dealing with questions of transport policy and we shall have to pay attention to this in laying down the lines of the policies which we as trade unions will be following. The most important questions in this timetable relate to the regulation, by licensing and the establishment of quotas for transport undertakings, of access to the market and to measures envisaged by the Commission in respect of conditions and remuneration of transport. However, we shall also have to devote our attention to the co-ordination of investment and to investigations into questions of costs in transport as well as harmonization measures in the fiscal and technical spheres. In this respect we have already accomplished valuable preparatory work by submitting a comprehensive trade union memorandum to the Commission's own policy statement on the basic rules of the common transport policy. Our activities are at present chiefly concerned with the programme drawn up by the Commission. The necessary organisational measures to be taken by us have already been embarked upon.

In order to give proper attention to these complex activities for the benefit of our members, ITF affiliated European transport workers' unions founded on 27 May 1958 in Luxembourg the Committee of ITF Unions in the European Economic Community. This body has its permanent headquarters in Brussels within easy reach of the headquarters of the European authorities. On the retirement of Brother Laan, the Committee elected me as Chairman. We were well advised to encourage competent technical ex-

perts who had previously worked in the trade unions to enter the services of the authorities of the European Economic Community from the time of their foundation. This has facilitated considerably our access to these authorities and has contributed towards seeing that our trade union interests receive due attention in the transport policies drawn up by the Commission.

It is with great satisfaction that I am able to report to this Congress on the excellent relations which we enjoy with the Commission and the various authorities of the Common Market and on the clear indications of a continuation of the co-operation already evidenced on both sides.

#### **Trade union co-operation in the Economic and Social Committee**

Our active participation in the work of the Economic and Social Committee of the European Economic Community is of particular importance for our future trade union work. This body is charged

with the task of advising the Commission, the Council of Ministers and the European Atomic Energy Agency in all questions relating to economic policy.

Without exaggeration it can be said that our trade union group is one of the most active in the Economic and Social Committee and has gained a good reputation by virtue of its constructive proposals. As a result decisions hitherto taken by the Economic and Social Committee have paid satisfactory attention to trade union interests.

In addition to these varied activities within the framework of the European Economic Community, considerable importance attaches to our participation in the work of other European organisations. The decisions and recommendations of the Conference of European Ministers of Transport (CEMT) founded in Brussels in October 1953 have a direct influence on European transport policy. The greater part of the work of this body is done by the Committee of Ministers' Deputies to the meeting of

*The morning rush to work in Amsterdam. The Treaty of Rome which established the European Economic Community is concerned primarily with the expansion of trade. The labour movement within the EEC is working hard to ensure that the benefits of increased economic activity are shared by the workers and that they have a say in policy-making*



which the ITF is regularly invited. The representatives of the ITF have done an excellent job in representing the interests of our members and enhancing the prestige of the Federation in international circles. This also applies to work done within the framework of the United Nations Economic Commission for Europe (ECE) and the International Labour Organization in Geneva.

We find ourselves to-day in the midst of a world-wide revolution of transport policy. We see ourselves to-day confronted by tasks which, by their difficulty and importance for the working population, can only be compared with those met with by the trade unions at the time of their foundation. The particular characteristics of the present situation in regard to transport policy as it affects the trade unions will demand close co-operation and solidarity between all the transport workers' organisations concerned. In future we shall have to devote much more time to exchanging views and experiences and affording one another every possible assistance. The questions we are dealing with to-day can no longer be solved by the individual organisations working at national level but only by close international co-operation. The ITF will, therefore, find itself confronted with new tasks and will also be obliged to devote even more attention than hitherto to questions involving transport policy. In deciding on the publication of the 'ITF Study on Transport Policy Problems at National and International Level', the ITF Amsterdam Congress in 1958 made a promising start and it is now up to the ITF to continue this work and endeavour to exert an active influence on developments in the field of transport policy in all countries. With the support of its affiliated organisations the ITF must do everything in its power to promote a positive development of endeavours towards integration evident throughout the world in order to make a constructive contribution towards improving understanding between nations and promoting the steady increase of the standard of living of all those working in transport.

### Poverty of the US railways a pretence



THE PLANS of the US railway companies to introduce new work rules and revised pay scales for their operating employees have been threatening the jobs of American railwaymen ever since

the plans were first announced in November 1959. The five US organizations representing railway operating staff – Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Brotherhood of Railroad Trainmen, Order of Railway Conductors and Brakemen and the Switchmen's Union of North America, all affiliated to the ITF through the Railway Labor Executives' Association – have not ceased their fight to stop these catastrophic measures from being introduced.

The changes involve the abolition of certain jobs, which the companies say are unnecessary, and a revision of the pay system which will result in drastic pay cuts, and have been discussed at some length in previous issues of this journal.

In answer to the unions' protest the companies have expressed their determination to end what they call 'the feather-bedding which is driving the railways into bankruptcy'. They justify the proposed measures with a plea of poverty. This, our affiliates maintain, is merely a manoeuvre to smooth their way in preparing monopolistic mergers, cuts in services and further job reductions. The reality of the situation is not the same. Investment in the railway is now bringing in greater dividends than ever. Productivity is, on the average, higher than in other industries. Statistically speaking, revenue ton-miles per year per man have increased from 330,000 in 1939 to 727,000 in 1960; revenue traffic units per rail man hour actually worked, have risen from 731.9 in 1936 to 1,488.6 in 1960. Manpower efficiency is considerably higher than in any other branch of the transport industry. To illustrate this it might be appropriate to compare the number of man days required to carry 100,000 tons of freight across America from New York to San Francisco:

By road .....	43,416 days
By conventional draft ..	36,708 days
By jet .....	13,008 days
By water .....	11,158 days
By rail .....	3,220 days

The picture the railway companies present to their stockholders and the one they put before the nation to justify their treatment of their employees make for certain contradictions. In the interests of the American people who will also suffer from any cuts in railway services as well as for the sake of the railwaymen who stand to lose their liveli-

hood by the companies' tactics, our affiliates are urging a Congressional investigation into the financial situation of the railways in order once and for all to reveal the truth to the nation.

### Increase in oil tankers



THE NUMBER OF OIL TANKERS being built is on the increase, in spite of large numbers being laid up in some countries. Norway and Japan in particular are building up large fleets. Norway has tankers amounting to a million tons under construction in her own yards and to some 500,000 tons in British yards. Japan has nearly 750,000 tons under construction, mainly for Japanese owners but some for Russian and American buyers. Two tankers of 53,000 tons are being built for Britain. Most of the vessels laid up are the least efficient ones. Owners are ordering larger and larger tankers owing to their greater carrying capacity and smaller crew requirements. Whereas tankers of 45,000 tons were more commonly ordered in the past, vessels of 65,000 to 80,000 tons are becoming the rule. British Petroleum have two tankers of 100,000 tons on order at British yards.

### The world's largest tanker




THE "NISSHO MARU" (131,000 cwt) launched on 10 July at Sasebo in Western Japan, is the world's largest tanker. Because of her size the ship – she is 955 ft. long and is too big to pass through either the Suez or Panama Canals – was constructed in a huge dry dock which was gradually flooded for the launching. The tanker will work for one of Japan's largest oil refining concerns. She has a cruising speed of 16 knots and will carry a full load of 125,000 tons of crude oil from Kuwait to Tokoyama about eight times a year.

### Traffic lanes proposed for English channel

A plan has been drawn up by an international team of experts which suggests a traffic lane system to prevent collisions in the Straits of Dover. The plan is being submitted in the form of a questionnaire to ships' captains who use the the Straits, and the final report will be laid before IMCO. The proposal is for two traffic lanes, one on the English side of the strait and the other on the continental side. At present about 90 per cent of the 750 ships which on average pass daily through the Straits use a passage barely five miles wide between the Varne sandbank and the English coast.

# The Turkish fishery scene-scope for development

by DAVID HOTHAM

 TURKEY'S FISHING GROUNDS, among the world's richest, are almost completely wasted. This is a serious loss for a country whose exchequer is almost perpetually empty. If Turkey could realize wealth hidden in these grounds, she could go some way towards pulling her shaky finances together.

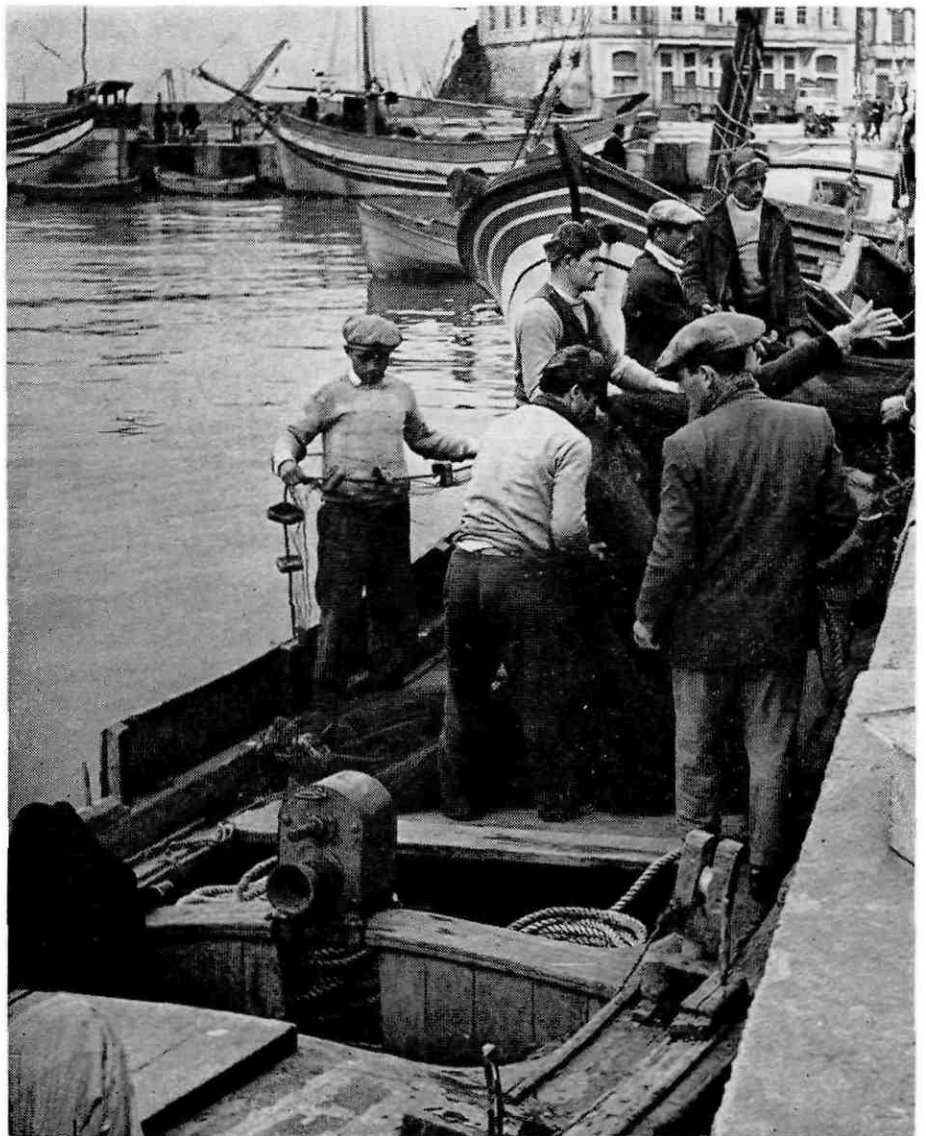
'The Istanbul fishing grounds rank second in productive capacity of all the fishing grounds of Europe,' a leading Turkish fishing experts told me recently. 'Only Norway has better grounds'. He added ruefully: 'Yet in production we rank 37th.'

Turkey has 3,200 miles of coastline. There is fishing of some kind, or could be, all round this long coast. But by far the richest area is near Istanbul. The sea is comparatively shallow, and fish hauls are the largest in Turkey. No less than

83 different varieties of edible fish inhabit these waters, of which the most important are mackerel, large and small bonito, tuna, anchovy, and sardine.

The mackerel of the Bosphorus and Marmara, accounted one of the most delicious in the world, migrates between the Black Sea and the Sea of Marmara. When the Black Sea waters fall below a certain temperature in winter, the mackerel, a fastidious fish which likes water to be reasonably warm, will migrate rather between the Marmara and

*Although the Turkish fishing grounds rank second in productive capacity of all the fishing grounds of Europe, and the Turkish fishing fleet frequently makes big catches, this wealth is often largely wasted due to bad organization and lack of refrigeration and canning facilities*  
(Photo: Fikret Otyam)



the Aegean, through the Dardanelles.

Reason for excellent quantity of fish which inhabit these waters is uncertain, but it is believed by the Institute of Hydrobiology near Istanbul that it is due, at least in part, to abundance and high nutritive value of plankton in the Sea of Marmara.

The Turkish fishing fleet frequently makes big catches, but due to bad organization, lack of refrigeration and canning facilities in Turkey, the catch, or a large part of it, is often wasted. It has been known that out of a total of 400 tons of fish caught in a day in the Istanbul area, some 130 tons have had to be returned to the sea for lack of storage facilities. For a country in Turkey's economic condition, or for any country, this is a grievous loss which should be rectified.

So far it has never been done. Despite a great deal of talk, because of limitations of the fishing fleet, commercial restrictions, lack of cold storage and canning facilities, insufficient marketing know-how, and other drawbacks, these marvellous fisheries remain merely potential. The Turkish fishing industry is encased in a strait-jacket from which nobody has yet managed to free it.

Turks, for some reason, rarely eat fish. There is therefore negligible home consumption to stimulate fishing. The average Turk, a tremendous consumer of bread and meat, seems hardly conscious of fish as an article of diet. Peasants living along the Black Sea coast or on the edge of inland lakes where fish are plentiful, seldom seem to think seriously of cooking and eating fish. The reason for this is uncertain but it seems rooted in custom.

Even the fishermen are, to a large extent, non-Turkish, being Lazs, the Caucasian race which inhabits the Black Sea coasts. It is clear that one of the things which must be done to stimulate the fishing industry, is to encourage the Turk to depart from immemorial custom and eat fish.

Various foreign missions, in a rather haphazard and spasmodic way, have tried to help the Turks. The United States have given some millions of dollars worth of fishing equipment. Britain and Norway are providing refrigeration ships for exports. United Nations experts have visited Turkey and proffered advice. But the country which more than any other seems now to be taking Turkish fisheries in hand, curiously enough, is Japan.

In October, 1959, a three-man Japanese fishing mission arrived in Turkey, at the invitation of the government, 'to survey the fisheries situation and to make recommendations for the improvement of fishing techniques'. This was carried out under a Turkish-Japanese technical co-operation agreement. The mission, after some months of study, produced a detailed report which was submitted to the Turkish government, but the contents of which have not yet been revealed. The report is believed to advocate thorough reform of the present system of fishing and reorganization of marketing methods.

In September, 1961, a second Japanese mission, composed this time of three practical fishermen, arrived. They will stay for a year, and will train Turkish fishing teams in latest methods. All expenses involved in sending these missions are borne by the Japanese government.

### Black Sea

The most productive area after the Marmara region is the Black Sea. The main catches there are bonito (surrounding and gill netting), anchovy (surrounding and seine netting), flatfish (gill netting and long-line fishing) and dolphin (rifle shooting).

In the Aegean region off the coast of west Turkey, in the neighbourhood of the port of Izmir, there are many tidal lakes in which trap nets can be effectively set. Main catch in these waters is bonito, sardine, Black Sea bream, flatfish and mullet. Methods used are gill nets, long line, dredge nets, diving, and pole and line.

The difficulty for Turkish fisherfolk in this region is that fishing grounds off the Greek islands, all very rich, are owned by Greeks, who are very pertinacious and enterprising fishermen, frequently get caught in Turkish territorial waters, and in recent years fishing rights in the Aegean have become one of the major outstanding problems between the two nations. A number of Greek fishermen are at present serving terms of imprisonment in Turkey for having been caught in Turkish waters.

The south (Mediterranean) coast of Turkey is less productive than other regions, with the exception of waters round the southern port of Iskenderum, which are suitable for trawling, producing lizard-fish, shrimps, mullet and Black Sea bream.

Turkey also possesses many inland



*Turkey's fisheries could be a tremendous source of income if more energetic methods of exploitation were employed. The Turks themselves eat hardly any fish and this, together with the extreme poverty of the fishermen and their total dependence on moneylenders and the monopoly on distribution exerted by one or two big marketing combines, discourages the expansion of the industry* (Photo: Fikret Otyam)

lakes, some of which are well-stocked with carp, eels and catfish. There is a current Turkish Government programme for stocking some inland lakes with trout. Largest is Lake Van, in the far east near the Persian frontier, but the waters hold such a high content of magnesium salts that the only species of fish existing there - known locally as the pearl fish - swims too deep for netting. The pearlfish rises to the surface at one season of the year only, spring, when it is caught in large quantities in baskets placed on the reverse side of small booms at the mouths of rivers. There is a project for a caviar factory in this region.

Most of the other lakes are in the south west. But, because of the Turkish peasant's indifference, little fishing is done. Furthermore, besides low consumption of fish in the interior, arrangements for transportation from inland to Istanbul or other fish markets are far from satisfactory. Turkey's freshwater catch totals about 15 to 20 per cent, of the whole, but is largely neglected.

### Production

Production of fish in Turkey increased notably before 1956. The increase from 1938 to 1956 was nine times, but since 1956 it has seriously fallen off. There



was a decline of 1.6 per cent in 1957, and of 2.7 per cent in 1958. Since then production is believed to have declined further, mainly due to political factors and disturbed internal conditions.

The fishing fleet numbers some 6,500 vessels, about 70 per cent of which are motorless. There 110 teams of 30 to 35 men each, using for the most part purse seine nets. They seldom venture far from the coast and are not equipped with wireless. There has been little development of pelagic fishing in Turkey, and this is considered one of the most important aspects if the industry is to be expanded.

Trawling for deep sea fish, abundant in the area, is hampered by out-of-date regulations going back to the time of the Ottoman Empire, and which now ought to be abolished. Due to limitations on trawling in the Bosphorus and Marmara, the price of turbot and other deep swimming fish is needlessly inflated.

Turkish exports of fish are at a low level and restricted to nearby countries, such as Italy, Greece, Yugoslavia, Roumania, Bulgaria, and Israel. If only there were better cold storage facilities – at present about 6,000 tons for the whole Istanbul area – this could be bettered. There is a plan before the Turkish government for spending the equivalent of £6 million on developing fisheries. This will increase cold storage facilities, expand the tiny canning industry and it is hoped boost exports of fish from the present figure of 17,000 tons a year to some 25,000 tons. When this plan will be put into operation is uncertain.

Marketing inside Turkey is by a state organization, the Meat and Fish Board, but as fish is so little in demand, the fish side of the board has been completely overshadowed by meat. The result is that the whole organization for transportation and marketing leaves a great deal to be desired. There is a plan now to divide meat from fish and when this is done greater efficiency may be achieved.

Turkey is well equipped on the scientific side. The Institute of Hydrobiology, situated near Istanbul, some distance up the Bosphorus on the European side, is very well run and equipped. It studies the migrations, ringing mackerels' tails, examines contents of stomachs of sardines, and contributes a good deal to scientific research into fish movements in the area.

There are about 25,000 full or part-time fishermen, existing for the most

part on very low incomes, and largely in the hands of big marketing combines in Istanbul and other cities. The fishing fleet is practically obliged to sell its catch through one or two big firms in Istanbul, which have a tight monopoly, and which take a 6 per cent commission on all sales. Fishermen themselves are in the hands of moneylenders, though an attempt is now being made to break down this traditional dependence by expansion of credits to fisherfolk on the same basis as government loans to peasant smallholders by the Ministry of Agriculture. This has not been very successful so far because the small fisherman is not permitted to pledge his craft and tackle as collateral, in the way the peasant can pledge his land.


Meanwhile several well-meaning and hard-working fishermen's trades unions have sprung up in the country, doing their best to improve the lot of the fishermen, and release them from the grip of moneylenders and monopoly of big firms. But a native cautiousness on the part of the fisherfolk themselves has hitherto prevented expansion of this movement, and only about 15 per cent are members.

Turkey's fisheries could, without question, be a tremendous source of income. Raw material is there in profusion; but a sort of paralysis seems to prevent its being extracted and used. What the Turkish fishing industry needs is obvious: better equipment, better methods, more cold storage plants, an expanded canning industry, promotion of exports.

Beyond this, the Turks would need to be made more conscious of fish, and encouraged to eat it. This would give a vast stimulus to production. Turkish fishermen should be encouraged to leave the coast and take to the deep sea. For this again they need better equipment. It is a vicious circle, but one which must be broken.

(From "Fishing News International")

### Retirement of Thomas S. Howieson

 WE SHOULD LIKE TO PAY a short tribute to a man who, through his attendance at ITF Congresses – London, Vienna and Helsinki – has become a familiar figure to leaders of transport unions all over the world. He is Thomas S. Howieson, the recently retired General Secretary-Treasurer of the Brotherhood of Railway Carmen of America. Born in Scotland in 1897, he served a

four-year apprenticeship as a carpenter and joiner. After serving in the Royal Navy during the First World War, he returned to work as a coach carpenter, special examiner, and freight and passenger car repairer for the North British railway company. He was a union member throughout both these periods of employment until he left for the United States in November 1923, and served as shop steward in St. Margaret's Locomotive Works.

In New York Tom Howieson continued with his union activities, organizing the cabinet makers and painters in the Grand Central Terminal in the Brotherhood of Railway Carmen of America in 1926, and holding office in that local until he was appointed a special representative for Grand Lodge in 1937. In 1939 he became a general vice-president, and three years later was appointed editor of the Railway Carmen's journal. He was elected General Secretary-Treasurer in 1946 and held the post until his retirement this year.

His sincerity and friendliness have endeared him to his colleagues in the Brotherhood of Railway Carmen and to many others in the American labour movement. And his background as a pioneering trade unionist from boyhood has made his service and leadership of the utmost value to the men he worked for.


*This photo of Brother Tom Howieson and his wife was taken at a farewell dinner given to him by his union, the Brotherhood of Railway Carmen on his retirement*



# News from the Regions



## Hong Kong's fishermen look ahead

 HONG KONG's fishermen are preparing their industry for a new lease of life. In 1961 their frail little fishing junks brought home nearly 50,000 tons of fish worth £2,812,500. To be able to continue bringing in enough fish to feed the colony – and fish is one of the staple components of the local diet – junkmasters are needing to look further afield for their catches. Old methods of navigation are no longer practical for the greater distances covered, and in consequence the junks are being mechanised. But the primitive methods of navigation used for centuries by junk owners are no longer suited to modern motorised sailing conditions. In order to help the fishermen learn techniques of modern navigation the Hong Kong government's Cooperative Development and Fisheries Department started free courses in navigation which junk owners were invited to attend. Having had little or no education most of them decided to send their sons along instead, who showed a great eagerness to learn. The first of the courses, which last six



Chinese fishermen ready to sail for local trawling from a village on the coast of Hong Kong. Now that their junks are being mechanized to take them to fishing grounds further afield, the Hong Kong government's Cooperative Development and Fisheries Department has started free courses in navigation which gives them a thorough grounding in nautical knowledge and seamanship


months, began in January 1961 and was an immense success. These courses have become a permanent part of the Department's training programme and are having a lot of support.

The instruction is given in Cantonese. The syllabus covers amongst other things navigation definitions, Mercator's chart construction, use of the mariner's compass and chart work. The students are given a thorough grounding in nautical knowledge and seamanship, ship handling and signals. Meteorological conditions peculiar to Hong Kong waters also form an integral part of the training. The practical part of the instruction is given aboard a special school ship, carrying all the equipment necessary.

## ITF supports boycott of anti-union stores

 FOR SOME TIME the unions grouping American shop employees have been sponsoring a boycott of Sears Roebuck and Company, a firm of mail order and retail stores with branches throughout the United States. The firm has a long history of anti-union activities and discrimination against its employees. The boycott is endorsed by the AFL-CIO and the International Federation of Commercial, Clerical and Technical Employees, which has alerted its affiliates in Europe about Sears Roebuck's intention of establishing branches there. The ITF's Latin American Regional Office came out in wholehearted support of the consumer boycott during a trade fair held in Lima, Peru, and at which Sears Roebuck's stand was picketed.

## Workers' education plan in Uganda


 UGANDA IS APPROACHING the International Labour Organisation for help in organising a workers' education programme, according to a statement by the Uganda Minister of Works and Labour.

The Minister made it clear that there was no intention in Uganda of bringing in legislation to outlaw strikes or to ham-

per the development of labour organisations on the contrary, his government was in favour of voluntary collective bargaining and the growth of responsible and effective trade unions. There was a pressing need for workers' education in these fields.

Uganda would apply for membership of the ILO on becoming independent, but would in the meantime assume full responsibility for the obligations imposed by International Labour Conventions.


## ILO censures Japan and Thailand

 THE 152ND SESSION of the ILO governing body meeting in Geneva last June criticised in strong terms the governments of Japan and Thailand for their failure to take due account of ILO recommendations on trade union rights.

The governing body expressed keen disappointment that the Japanese government, at a recent session of the Diet, had once again failed to introduce the bills necessary before it can ratify ILO Convention no. 87 on freedom of association and protection of the right to organise.

The government of Thailand was also censured, because it had still not taken the necessary steps to ensure that these recommendations of the ILO might be officially recognized.

## Death of Singapore's labour minister

 THE UNTIMELY DEATH of Singapore's Minister for Labour, Inche Ahmad bin Ibrahim, is a loss which the trade union movement is sad to record.

The Minister, who passed away peacefully on 22 August at the age of 35, had for many years been a trade unionist. He had been an executive officer of the Naval Base Labour Union until 1955 when he won a seat in the Singapore Legislative Assembly as an independent candidate. In 1959 he again won a seat as a candidate for the People's Action Party and was subsequently appointed to the post of Minister of Health. His appointment was later changed to Minister of Labour.

# International Transport Workers' Federation

General Secretary: P. DE VRIES

President: FRANK COUSINS

**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
- 293 affiliated organizations in 80 countries
- Total membership: 6,500,000

## *The aims of the ITF are*

to support national and international action of workers in the struggle against economic exploitation and political oppression and to make international trade union 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  
Bolivia \* Brazil \* British Guiana \* British Honduras \* Burma  
Canada \* Ceylon \* Chile \* Colombia \* Costa Rica \* Cuba  
Curaçao \* Denmark \* Ecuador \* Egypt \* Estonia (Exile)  
Faroe Islands \* Finland \* France \* Germany \* Great Britain  
Greece \* Grenada \* Honduras \* Hong Kong \* Iceland \* India  
Indonesia \* Israel \* Italy \* Jamaica \* Japan \* Kenya \* Lebanon  
Liberia \* Libya \* Luxembourg \* Madagascar \* Malaya \* Malta  
Mauritius \* Mexico \* The Netherlands \* New Zealand  
Nicaragua \* Nigeria \* Norway \* Nyasaland \* Pakistan \* Panama  
Paraguay \* Peru \* Philippines \* Poland (Exile) \* Republic of  
Ireland \* Rhodesia \* El Salvador \* St Lucia \* Sierra Leone  
South Africa \* South Korea \* Spain (Illegal Underground  
Movement) \* Sudan \* Sweden \* Switzerland \* Tanganyika  
Trinidad \* Tunisia \* Turkey \* Uganda \* United States of  
America \* Uruguay \* Venezuela \* Zanzibar

# Publications for the world's transport workers



## Editions of Journal

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

## Editions of Press Report

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