

# International Transport Workers' Journal

Volume XXIII • No 2 • February 1963

2

## In this issue:

### **Doubtful remedies for Argentina**

by Hans Imhof, Assistant General Secretary

### **Fighting World Hunger**

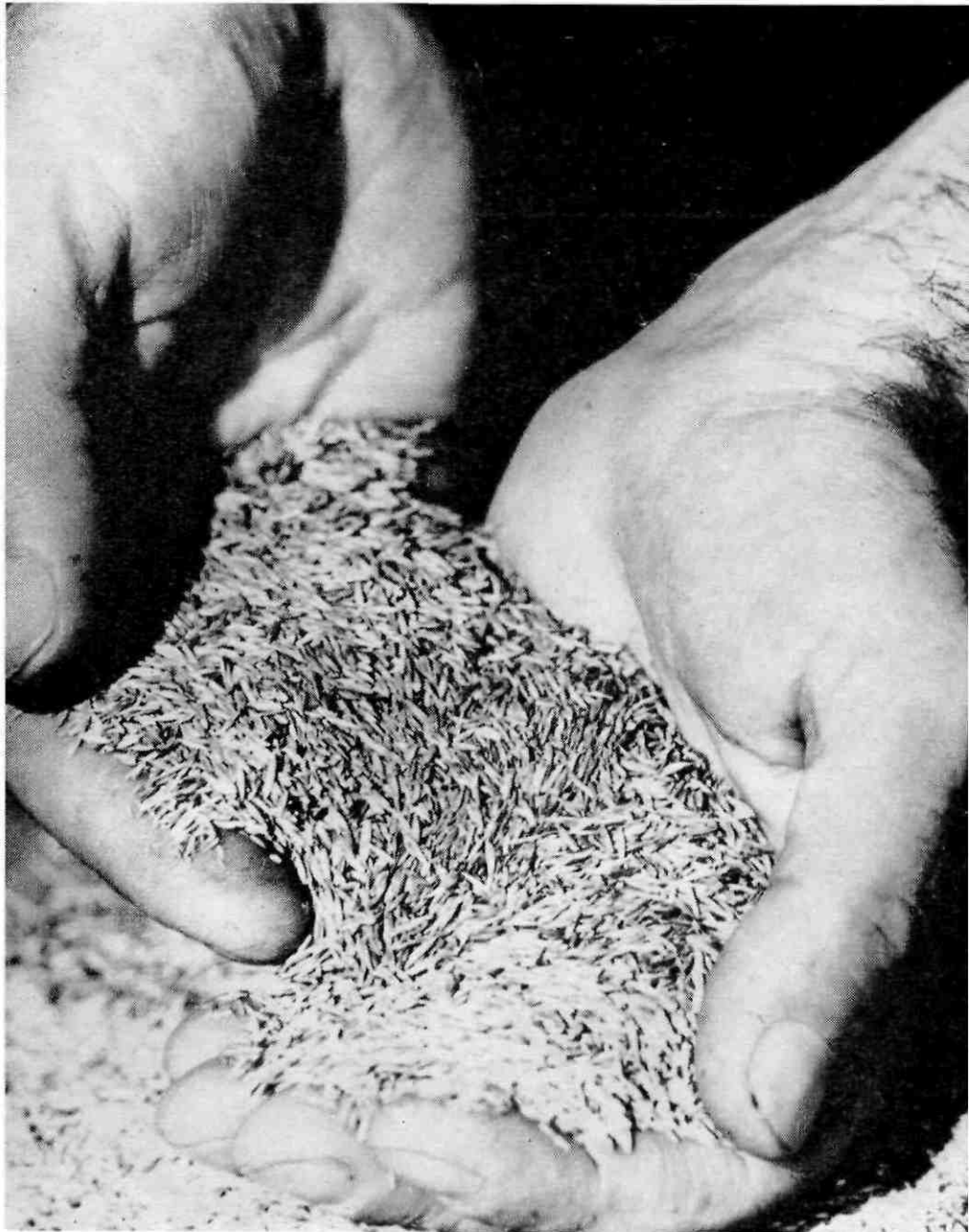
### **Trade union education in a changing world**

by V. S. Mathur, ICFTU Director of Education for Asia

### **Japan's fisheries education system**

by Dr. Seiji Konda

*Grain to feed the world's hungry peoples (FAO photo)*



Monthly Publication of the International Transport Workers' Federation

# International Transport Workers' Journal

2

*Monthly Publication of the ITF*

Head Office: Maritime House, Old Town, Clapham, London SW4  
Telephone: Macaulay 5501-2  
Telegraphic Address: INTRANSFE

Branch Offices: ASIAN OFFICE – 143 Orchard Road, Singapore 9  
TOKYO OFFICE – Kokutesu Rodo Kaikan, 1, 2 – chome,  
Marunouchi, Chiyoda-Ku, Tokyo  
AFRICA – 85, Simpson Street (P.M.B. 1038),  
Ebute Metta, Nigeria  
LATIN AMERICA – Apartado 1250,  
Lima, Peru

*Forthcoming meetings:*

London	26-27 February 1963 Cockpit Crew Conference
London	1 March 1963 Management Committee
Brussels	11-13 March 1963 Railwaymen's Section Committee
Oslo	6-8 May 1963 Executive Board

## Comment

### A cause worth supporting

WE HAVE ALL EXPERIENCED how misleading statistics can be, and know only too well how they can often be manipulated to suit anyone's convenience. We tend therefore to be somewhat sceptical when presented with a set of figures which claims to give the 'true facts' of any given situation. But there are some figures whose significance cannot be dismissed with a disbelieving smile; for instance these two plain numerical statements. Nearly half the world's population today – about 1,500 million people – do not get enough to eat; and the present world population is expected to double to more than 6,000 million people by the end of the century.

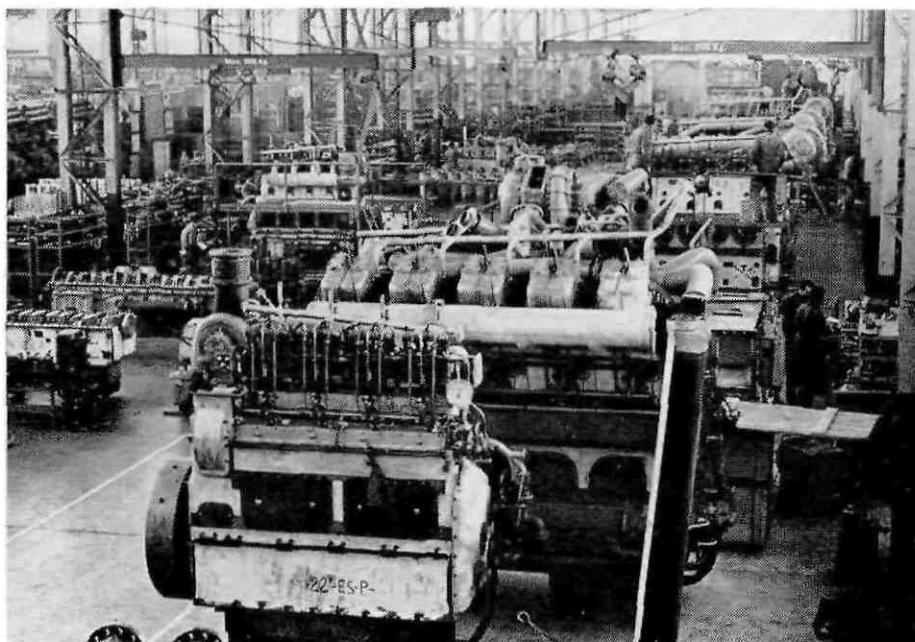
These figures are so huge as to defy challenge – even if they were wildly inaccurate they would still state an enormous problem. The danger here lies not in scepticism, but in fear. It is a human failing to attempt to avoid trouble simply by pretending that it doesn't exist and hoping that if ignored it will go away. And the problem of world hunger is so big that one could almost be forgiven for saying 'Nothing I can do could possibly make any difference'.

However, there are large numbers of people who have seen the danger and who have set work in motion to combat it. They can put even the smallest contribution to useful work. Three of the United Nations specialized agencies – the World Health Organization, UNICEF and particularly the Food and Agricultural Organization – are deeply concerned with the problems of relieving hunger where it now exists and searching for ways to increase world food production in order to prevent hunger in future generations. Voluntary organizations in many countries are also playing an important part in this work.


In 1960 the FAO launched the Freedom From Hunger Campaign, which aims to inform public opinion and collect funds. It now plans to hold a 'World Freedom From Hunger Week' centred around 21 March 1963, with international demonstrations to further the Campaign's work. The FAO hopes that the trade union movement will play an active part in organizing demonstrations and collecting during this period, for a cause which is vital to every one of us.

# Doubtful remedies for Argentina

by HANS IMHOF,  
Assistant General Secretary



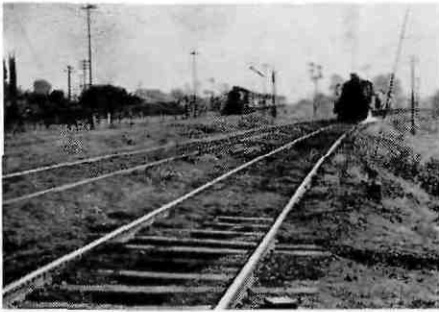
*Diesel engines for the government and private industry are made in this Fiat plant in Córdoba, Argentina. An advisory commission which investigated the transport industry recommended that in order to reduce the labour force employed by the state railways, work at present carried out in railway workshops should be given over to private firms*

 ARGENTINA IS A COUNTRY rich in natural resources, with a population of 22 million. Its area covers about 1.08 million square miles and stretches from the tropical north to the subantarctic south over a distance of 2,200 miles. The population is very unevenly distributed over this immense area. About a third live on the land, but the great majority live in the large and medium-sized towns, a third alone in and around Buenos Aires. Similar concentrations appear in industry, which is already considerably developed. The Provinces of Buenos Aires (including the capital), Santa Fé and Córdoba account in area for only fifteen per cent of the country's surface; but two-thirds of the population live in these areas and 85 per cent of the grain crop is produced there. The overwhelming proportion of industry is concentrated on the 550 km stretch from La Plata, capital of Buenos Aires Province, to Santa Fé, along the River Parana. Here about 83 per cent of the electricity is consumed – and if the town of Córdoba is added, the figure becomes 90 per cent.

Argentina is not *underdeveloped*, only unevenly developed. Political efforts to develop neglected regions – those which got beyond the plan stage – have been abandoned halfway through. But these are not the only inequalities. The history of revolutions, unrest and the interventions of the Generals demonstrates this. There is a small minority composed of the wealthy and the upper middle class, and a large majority of 'ordinary people' made up of relatively well-paid industrial workers and a large urban and rural working class, some underemployed and some, today, unemployed. Large sections of the working class are flocking to the towns, and this sharpens the social contradictions and strengthens extremists of right and left.

Seven years ago the period of dictator-

ship and corruption under Peron came to an end. He himself took sufficient of the country's capital with him to be able to live in style in a luxurious villa under the protection of the Spanish dictator Franco. He left behind a poisoned political climate, a trade union movement partially blinded by his demagogic social ideas, a neglected land economy, a debased currency, empty state coffers and a railway system on the verge of collapse. Now, seven years later, Argentina has not yet recovered from this terrible legacy. Inflation has cut the peso to a thirtieth of its value since 1945. The prosperous have taken advantage of this development to feather their nests, whilst the workers have been obliged to strike just to maintain, to some degree, the purchasing power of their wages. The gov-



*As a result of the short-sighted policies of the previous private railway companies, long stretches of permanent way were allowed to fall into disrepair, and the financial burden of repairing the network has so far proved too heavy for the Argentine government to assume without assistance*

ernment's austerity programme has been directed mainly against employees of the public services and state enterprises, which had already been overburdened for years, with the result that their wages have been paid only irregularly. All this demonstrates that within the next ten years the question for Argentina, as for Latin America generally, is not so much how a social and economic revolution can be avoided, but rather how those who are calling for such a revolution can be gathered together and their energies channelled so that they contribute to the strengthening of democratic institutions instead of to their destruction. This goal can neither be achieved by the acceptance of foreign aid doled out in the patronizing spirit of the nineteenth century, nor through government measures based on the outdated concept of economic liberalism. Only a careful, planned economic decision on priorities for investment and a social action programme, which will lead to a more just distribution of income, will save Argentina.

With this background in mind, let us now look more closely at a report, presented to the Argentine government at the end of February 1962, which deals with Argentina's long-term transport policy. The 'long-term' in this case is limited to ten years, which is the period we cited above as critical for Argentine democracy.

The Argentine road network is comparatively dense, but some stretches are badly maintained. There is a lack of roads with a permanent surface. Inland navigation and ports operate somewhat haphazardly, using out-of-date equipment and techniques. The railways, up to 1947 in private hands – predominantly British

companies – have for years been struggling to avoid physical and financial collapse. The primary problems for the State Railways are deterioration of equipment and the growing deficit, which since Peron has repeatedly been the subject of public controversy. Strenuous efforts on the part of the government, the Railway Administration and the railway workers would not alone suffice to solve the problem; substantial foreign credits would be required. At the end of 1959, therefore, the United Nations Special Fund was asked to help in the establishment of an Advisory Commission for the Argentine transport system. The government also wanted the World Bank for Reconstruction and Development to take a hand in the Commission's work.

A preliminary mission came at the beginning of 1960, and decided at the end of its investigations that two further studies should be made: the first to advise on short term plans for investment and development of the road and railway systems; the second to prepare a longer-term study 'for the formulation of an integrated transportation plan, covering investments, organizational and institutional improvements and guiding principles with respect to the regulation of traffic, tariffs and costs, labour questions and any other measures needed to produce an effective plan'.

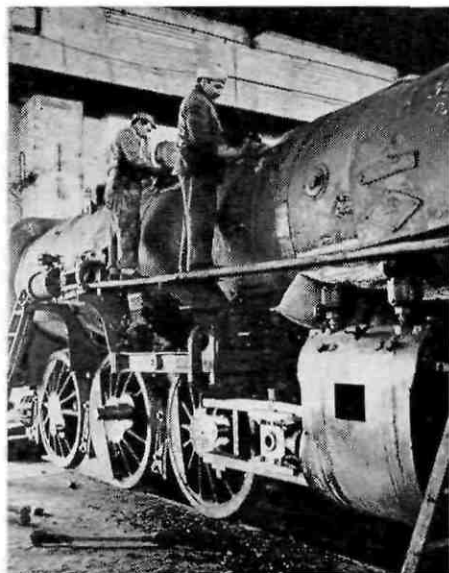
On this basis a first group of experts started work in July 1960, and finished six months later. The group was com-

posed, not of transport experts with experience in the appropriate government departments or state enterprises, but of private experts from economic and technical consultants in the USA, the Netherlands and Italy. Although we do not doubt the individual ability of such experts, the question does arise whether the firms in whose name they work can be completely neutral in their advice. And finally, we know that in decisions on transport investment policy, the common interest is not always the decisive factor. Oil and petrol, automobiles, road building machinery, tyres and other commodities all need to be sold. And their manufacturers know how to make themselves known.

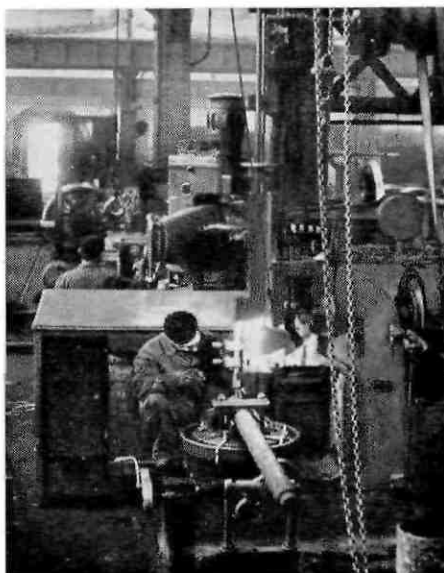
This short term Advisory Commission had to make some very important decisions on investment policy which affected the work of the second, long-term Commission. The latter's work started in October 1960 and was completed by the end of 1961. It was headed by the American General Larkin and worked in close contact with the three men who held the post of Minister for Public Works and Services during this period. At least twenty-five foreign and as many Argentine collaborators were called in to help, and among the foreign experts the three private firms of consultants mentioned above were again strongly represented. But no trade unionists were brought in. This is rather surprising, since at least a tenth of the report deals

*Commercial dock at Buenos Aires. The Advisory Commission found fault with old-fashioned working methods in the port industry, and recommends that the trade union participation in recruitment of labour should be abolished and stricter labour discipline enforced. Such ideas however are unlikely to attain the desired effect of greater output*





*Repairing and maintenance work to a steam locomotive being performed in a state-owned workshop at Córdoba. Many steam locomotives still remain in service, and the Advisory Commission has recommended wholesale dieselization and electrification with subsequent cuts in locomotive crews but no corresponding safety plans*



*Railway workshop at Remedios de la Escalada, near Buenos Aires. The Advisory Commission failed to produce a coherent plan for a coordinated transport policy for Argentina, and its recommendations take no account of the fact that transport ought to be treated above all as a public service rather than as a strictly commercial affair*

with personnel questions, and we know that the ILO assisted in the appointment of an expert for problems connected with labour. The choice fell finally on a retired official of the Staff Division of the British Transport Commission.

This is worth noting if, as we do, one wishes to understand the final, 80-page report and judge it from a trade union viewpoint. As stated, the report limits itself to a ten-year period. In fact it is a programme of rationalization and investment which more exactly first seeks to amputate the head and limbs of the Argentine railways and then deliver the torso over to the savage competition of road transport operating on grandiose roads running parallel to the railway track. The report makes it clear that the railway ought to be looked upon as a commercial and industrial undertaking, and not as a public service. Every sector ought to pay its own way, and even the fares for transport in the enormous suburbs of Buenos Aires ought to be raised enough to cover the costs of this kind of traffic.

The cost calculations in the report are very dubious. The recommendations on the regulation of transport and on rates policy are limited to a few timid remarks and do not make any effort to propose a sensible coordination policy for trans-

port. Only in the closing chapter do we come across a few proposals for the co-ordination of the three means of transport. Among them is the proposal that road transport should 'normally' bear its full share of costs. The difficult question of how these costs are to be calculated and apportioned to the individual undertakings, however, is not answered. The report proposes that the railways should be removed from politics. A management board composed of representatives of industries, agriculture, commerce and banks should be authorized to determine railway policy. Representatives of the railway administration and the workers would also be included, but it is expressly laid down that they ought not to be in the active service either of the railway or of a railway trade union! It is difficult to imagine how a state enterprise so obviously designed to serve sectional interests and divorced from political control could possibly serve the community.

A long section deals with the staff problems of the railways, and two shorter ones with the same problems in inland navigation and ports. If one looks at these sections in the context of the whole report, they must be described as unjust, tendentious and anti-trade-union. One must bear in mind the lack of

political stability since the nationalization of the railways in 1947, the bad condition of the railways at the time of their nationalization, the galloping inflation and the considerable delays which resulted before the employees were paid, often as long as two or three months. A worker who does not receive his pay punctually is not going to feel much inclined either to submit to strict discipline or to increase productivity. The gentlemen of the Advisory Commission would probably not have stayed for 15 months if their allowances had not been paid on time.

In its introduction the report states that after nationalization in 1947 political considerations increasingly overshadowed commercial ones. As a result, it says, the unions found less and less resistance to their continuous demands for higher pay and less work. This political influence was supposed to have disrupted discipline among the workers and undermined the authority of the management, and was one of the most important reasons for the difficulties of the railways! Discipline ought therefore to be restored and the employment opportunities considerably reduced. Although the 48-hour week was in force, the locomotivemen were working an average of three and a half hours a day. (This assertion is being contested by our Argentine friends). With regard to pay it was stated that since the end of the war the differences between the top and bottom pay scales had been considerably reduced; as a result, top rates were between ten and twenty-four times higher, while bottom pay was as much as thirty-eight times higher. The report recommends that in future only overall percentage increases should be granted; and the automatic annual increases should be abolished, to be replaced by bonuses granted on the grounds of proved diligence. According to the report, productivity was very low. (No wonder, with the permanent way, rolling stock and workshops falling into disrepair). Work study, the mechanization of office work, accident prevention and cuts in the crews of locomotives, however, would soon see to that aspect. It was a well-known fact that one-man operation of diesel and electric locomotives cost less. It was operationally safe and practical, provided that the locomotives were fitted with sufficient safety devices. It ought therefore to be introduced immediately. Not one word about the disadvantages of one-man operation in the conditions and over the distances

normal in a country like Argentina; and not a word about the costly safety systems which would be needed to go some way towards ensuring operational safety. (No funds are set aside for this in the investment plan). The report also believes that to operate this network, modernized and reduced by a third, a labour force thirty to forty per cent below its present strength would suffice. This might be reduced still further if some of the work at present carried out in railway workshops were given over to private firms. In this connexion another part of the report proposes that within about four years twelve of the twenty-eight railway workshops should be closed. Large repairs and alterations and the manufacture of spare parts should be handed over to private industry! A few suggestions are made as to how the staff reduction of about 80,000 men should be carried out, including proposals on compensation, pensions and retraining, but nowhere is there any suggestion that the trade unions might have the right of consultation on these measures.

Argentina has two railway trade unions, the first catering for general railway personnel, the second for locomotive personnel (the latter, 'La Fraternidad', is affiliated to the ITF). The report proposes that supervisory staff and higher officials, now members of the Railwaymen's Union, should be organized in a separate union in order to facilitate the imposition of discipline.

Of working conditions in road transport, which is split into a large number of small and very small firms, practically no mention is made, nor of the recognized trade unions in this field. However, inland navigation and ports get different treatment.

The two state inland navigation undertakings, which were set up in 1944 and 1948 respectively, and which today play an important part in inland navigation, ought in the opinion of the Advisory Commission to be transformed into a small number of medium-sized private firms. In this sector, the multiplicity of workers' and employers' organizations is regretted, and a process of unification is recommended. Morale, discipline and the strength of trade union influence are criticized.


In the ports, the ITF-affiliated SUPA, the only trade union authorized to conclude agreements, is criticized for taking a hand in the recruitment of gangs, which the report considers ought to be the sole prerogative of the foreman. It also thinks

that the trade unions should not be allowed to compete with private companies for port work. The two functions are incompatible and likely to cause conflict of interest, and the union should therefore withdraw from these activities. Naturally, the dockers too are criticized for their lack of discipline, low productivity and restrictive practices. Here too, as in the case of the railways and inland navigation, the report declares that the success of any rationalization measures and the proposed investment lies in a substantially changed attitude on the part of the trade unions and the individual workers. It only remains to add that a strong man is needed to show these indolent dogs and their unions once and for all what discipline and humility really are!

Finally, a few figures. For the railways, roads, inland navigation and ports, investments to the amount of 37,030 million Pesos are proposed, of which 112,191 million Pesos should be in foreign currency. Of the existing 43,288 km of the railway network, 13,964 km should be closed and a study should be made of a further 4,990 km with a view to closing them also. More than 60 per cent of the investment proposed for road building should be used for new or improved main roads running parallel to the main railway lines. This duplication, the Advisory Commission affirms, does not contradict the concept of an 'integrated transport system.'

The Commission's report cost the Argentine government a lot of money. Its recommendations are not calculated to lower the future cost of transport and at the same time achieve maximum efficiency. Nor are they likely to abolish social unrest. On the contrary, the report, if its recommendations are carried through, will merely increase the exports of a few industrial countries to Argentina. In our opinion this Commission has done nothing to enhance the previous excellent reputation of the World Bank in the field of foreign aid.

### Trade union problems in Chile

 A PAMPHLET was published last year by the American Institute for Free Labour Development entitled 'Chile - Star in Ascent'. The publication is primarily about the trade union movement in Chile and the difficulties and problems which it is facing. But in connection with this it also presents some useful information about the industrial and economic background of Chilean trade unionism.

The country has made enormous progress economically and industrially over the last thirty years. The population has increased by 75 per cent. Industrial and business activity has at the same time risen by almost 300 per cent. Domestic manufacturing and production has gone up by about 20 per cent since 1958, under the stimulus of expanding mining operations. But against this many factors have contributed to produce severe dislocations in the economy, besides which there is still a considerable amount of poverty, particularly amongst the land-starved peasantry and unskilled city labour. The plight of these large population groups is exploited by subversive elements of the extreme left and right.

In spite of a rapid industrial expansion Chile has an acute problem of inflation. Exorbitant prices are a cause of considerable hardship to wage earners. Imported goods tend to be overpriced and far beyond the average consumer's means. The salesman pleads high import duties as an excuse for his prices, but often the same commodity home produced may be very little cheaper. A more equitable wage-price relationship must be established before Chileans may begin enjoying the higher standard of living which their country's economic development ought to be affording them.

Out of 2.2 million gainfully Chileans 550,000 are organised. Of these 330,000 are members of 'sindicatos legales' - unions supervised by the Ministry of Labour - and the rest belong to 'sindicatos ilegales', which are not illegal in our sense of the word, but merely operate outside state control.

The strongest unions in Chile are those grouping workers in the copper industries, but they too share the weaknesses of the Chilean movement as a whole. Unions in Chile are subject to too much state control, they are permeated by left wing political influences and their relations with the employers are unsatisfactory or non-existent.

There is also too little unity of the movement at the national level. 'Chile - Star in Ascent' mentions five different national centres. The largest, CUT (Central Unica de Trabajadores de Chile), has a membership of 140,000 and tends politically towards the extreme left. The rest vary in size and political tendencies. The writer makes special mention of the CNT (Confederación Nacional de Trabajadores). Its affiliates cover a variety of industrial, commercial and service activities, and it is affiliated with ORIT,

the Latin American regional organisation of the ICFTU. Although small as yet and with no powerful say in public affairs, the CNT is making progress in overcoming some of the traditional faults of the Chilean labour movement. It shows more promise than the other centres as a champion of free and democratic trade unionism in Chile.

Little has been done so far in Chile to extend and bring up to date what little labour legislation exists. There is no unemployment compensation or protection against lay-offs. No more than a seven day notice is required for dismissals.

Trade unionists unpopular with their employers are easily victimised because of this. Union funds and union expenditure come under the strict control of the Ministry of Labour, and those coupled with the unions' lack of resources may seriously hamper their activities.


The author of 'Chile - Star in Ascent', Dr. A. S. Lipsett, is a well-known international economist and a specialist in Latin American affairs. His observations give the reader a clear and concise picture of the trade union situation in Chile. He shows conclusively that there is a fruitful field for free labour development there and that with the help of ORIT, ICFTU and the ITS's a healthy free and democratic labour movement may be encouraged, which will be able not only to give its members better service but will enable them also to take a more active part in the further economic development of their nation.

### Portuguese colonialism censured by UN committee

BY AN OVERWHELMING MAJORITY (78 for, 7 against and 12 abstentions), the Trusteeship Committee of the United Nations has passed a resolution calling upon Portugal to recognize and apply immediately the right to self-determination and independence of its overseas territories. The resolution, sponsored by forty-three Afro-Asian countries, asks the Security Council to take 'appropriate measures' if Portugal does not comply with the decisions of the UN, and calls upon all member states to halt immediately the sale and supply of arms and military equipment to Portugal in order to prevent it from 'pursuing the repression of the population in the territories under its administration'.

France, Portugal, South Africa, the U.S.A., the United Kingdom, Spain and Belgium voted against the resolution.

### A new school for railwaymen in Germany

 THE GERMAN FEDERAL RAILWAYS TRAINING SCHOOL in Nuremberg has been in existence since 1944 when it began operating as a school for locomotivemen. Between then and last year however it was housed in makeshift accommodation on the premises of a railway workshop. Since the reopening of the school after the war more than 14,000 trainees have been prepared for careers in the service of the Federal Railways. Locomotive drivers formed the main body of these, numbering

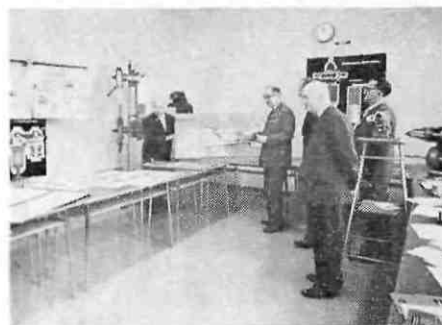
The new school building, planned since 1957, was formally opened on the 28 November 1961 by the head of the

Nuremberg district of the Federal Rail-

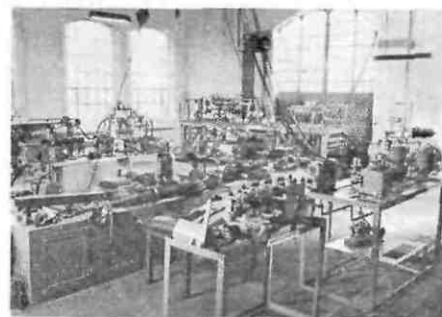
*(Continued on page 45)*



1. Apart from the top floor, which houses the lecture rooms, the new building is largely given over to living accommodation. The students' rooms are comfortable and well furnished. Overcrowding is avoided. There are never more than three beds to a room and always plenty of space for relaxing or studying during leisure hours

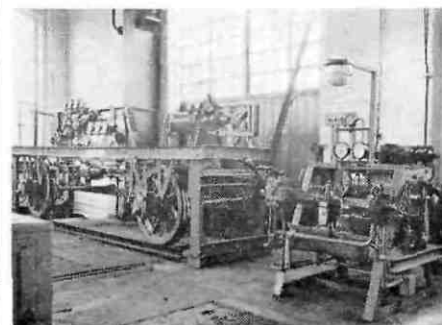


2. The school is well provided with the most up to date teaching aids. Tape recorders and equipment for showing films and photographic slides are all used to make the instruction as effective as possible.

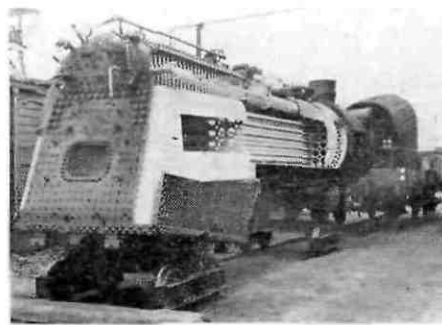


3. As for as practical studies are concerned the Nuremberg school is unsurpassed. Its workshop possesses the most varied selection of machine models. There is hardly a railway installation or machine part, with which the employees of the Federal Railways need to be familiar which is not there


4. By means of working models the students are shown the various types of braking equipment in use at present on the rolling stock of the Federal Railways. The model illustrated in this photograph is only one of several on which the students may practice and become fully acquainted with the construction of the actual machine



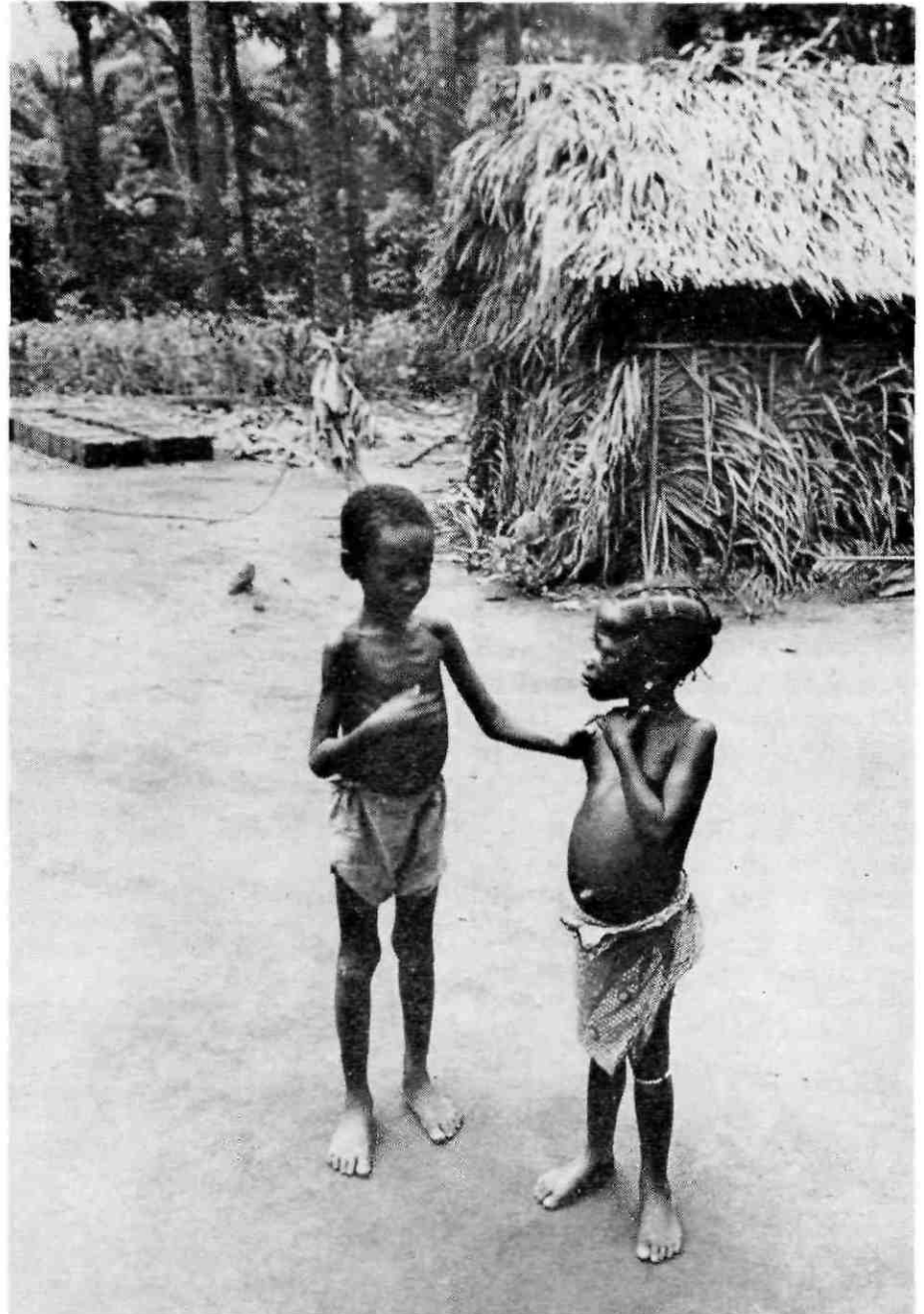
5. Some of the most important models have been opened up in the school's workshop so that the participants in the courses are better able to understand their constructions and functioning. The most imposing of these open models is that shown in the picture — a life size locomotive boiler with its interior open to show how it works



# Fighting world hunger

 NEARLY HALF THE WORLD'S PEOPLE – about 1,500 million people – do not get enough food to keep them in normal health, and of these, 500 million, mainly in the underdeveloped areas of Africa, Asia and Latin America, are dangerously near starvation. In these areas the standard of living in terms of food consumption remain either a little under or have risen only a little above the pre-1939 levels, and the lack of progress is to a large extent the result of the rapid increase in population. The world population stands today at about 3,000 million and is expected to double itself by the end of the century. If this happens there will be more than 6,000 million people to feed by AD 2,000. And if that seems a long way off, the world's population will have increased by 1,000 million by 1975 – just twelve years' time. With malnutrition already killing 25 million annually and debilitating millions more, the magnitude of the problem can be appreciated.

*Hungry children in Northern Dahomey. Serious food shortage, even famine, occur time and time again in many African countries, mostly due to drought which causes crop failure; the result is often appalling misery* (FAO photo)



*'Much of the instability of the world is due to the fact that mankind is divided into two camps. In the smaller camp, the life-span of the members is cut short by overeating, while in the larger camp the life-span is cut short by starvation.'*

*Dr. Albert Szént-Györgyi,  
Biologist and Nobel Prize winner*



Every day there are 140,000 more people born into the world. The improvements in medical care, which have increased the expectation of life, have not been equalled by economic development and better living conditions and education. The supply of food and other basic necessities cannot be properly met under many of the agricultural programmes of the under-developed countries and these ought to increase at the same rate as population. In almost all Latin American and Asian countries this means at least doubling agricultural production by the end of the century.

When actual famines occur from time to time in some distant country, the peoples of more privileged lands become aware for a brief moment of the harsh world from which they have escaped. They spring to help and there is a stream of heartening and generous charity poured forth for the relief of suffering and misery; only too soon, however, the dramatic moment passes and they return to their own affairs – leaving those whose lives have been saved with the threat of similar disasters in the future. Such charity, valuable as it often is in the saving of life in emergency situations, is not a permanent remedy for the malnutrition and disease, the underproduction and destruction of food, the superstitions, taboos, and prejudices of the people of under-developed lands, the encroaching deserts and wastelands, the almost incessant toll of crops by pests, the lack of skill and knowledge and all the other causes of hunger and starvation.

This growing urgency to increase world food production and raise nutritional levels in the under-developed countries are reflected in the changing role of the United Nations Food and Agriculture Organization (FAO) in international affairs. From being a specialized agency chiefly concerned with collecting, analysing and disseminating information on the world food situation, the FAO has become an active, operational agency. However, information and statistics remain an essential part of the FAO's work.

The FAO is now in the forefront of the fight to increase food production, improve distribution and marketing and, in general, raise nutritional standards, as part of the necessary international effort to bring about the economic and social development of the countries in the hungry regions.

It has five fundamental programmes: 1) to survey the world's resources; 2) to invade the world's hundreds of thousands



*FAO expert examines sheep not far from Tripoli, Libya. A project has been set up in Libya to improve farm management, introduce better farm equipment, and improve sheep and general livestock breeding (UN photo released by FFHC)*

of square miles of potentially arable land with irrigation and drainage, reafforestation, modern seeding and fertilizing, and mechanized cultivation; 3) to develop the foodstuffs and livestock suitable to the various climates, soil conditions and populations; 4) to expand the sea and inland fisheries of under-developed countries and distribute this treasure to the impoverished hinterlands through new canneries and processing plants; and 5) to educate governments and people towards making the best use of what they have.

FAO's budget for its first year (1945) was about \$2 million. In subsequent years the budget was increased gradually but, with the growing awareness of the seriousness and magnitude of the world food problem, it has been increased rapidly in the past four years. The latest figure is \$31,185,000 for 1962-63. In addition to its regular budget, FAO also receives money to finance the extensive technical assistance work it does in the under-developed countries. At the present time, these funds total about \$9 million a year. Since the Expanded Programme of Technical Assistance started in 1951, the FAO has completed more than 2,000 assignments in some 100 countries. These have ranged from advising governments on agricultural policies and programmes and setting up agricultural services, to the control of disease in animals, the devel-

opment of fisheries, the improvement of forests and the raising of nutritional levels. In fact, there is hardly any aspect of agriculture, fisheries, forestry and nutrition in the underdeveloped countries which has not been worked on by FAO experts. At the same time, more than 2,000 scholarships have been awarded to train technicians from these countries in the technically advanced countries.

More recently, the FAO has been charged with a great range of responsibilities for projects launched under the United Nations Special Fund. So far the FAO has been made responsible for about eighty such projects involving a total expenditure of more than \$120 million, half of which is to be provided by the Special Fund and the other half by recipient governments. These projects are of a major character, covering a wide range of development in agriculture, forestry and fisheries. They are all aimed at making possible long-term economic and social development in the recipient countries.

But, despite all the work that has been done since the Second World War to aid the under-developed and developing countries, progress has been painfully slow, as is shown by the fact that about half the world's population still live in abject poverty and hunger. In view of the continuing nature of the problem and because of the urgent need to tackle it



*UN famine relief programme in the Congo. A refugee group with a Congolese medical assistant at a dispensary in the province of South Kasai (UN photo)*

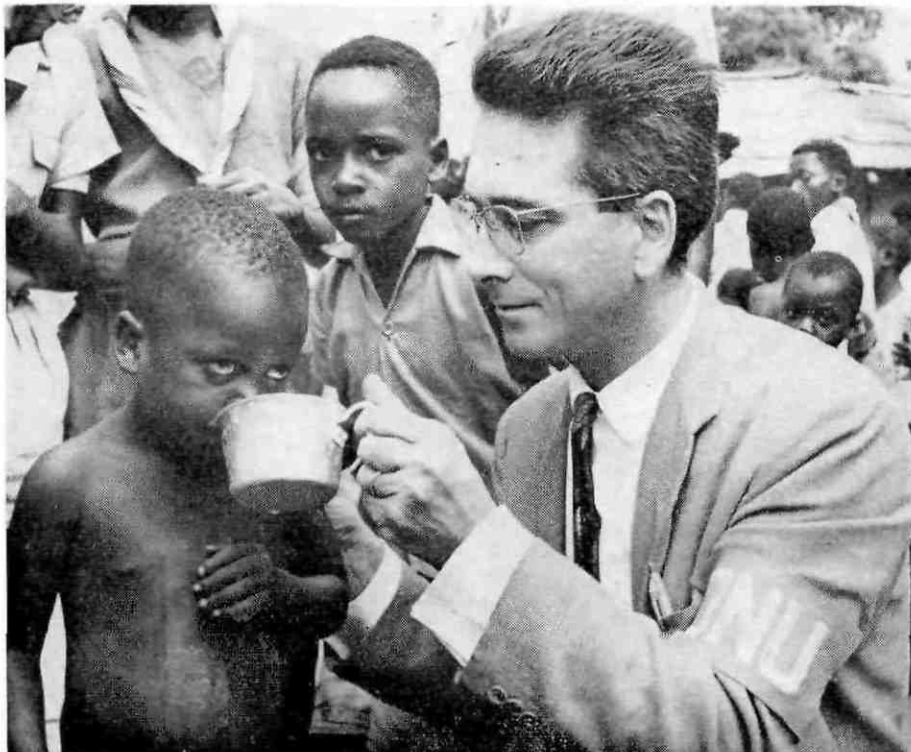


*Starving woman, in famine-stricken area of Kasai Province, Congo, being fed by medical assistants under the United Nations Famine Relief Programme (UN photo)*

on a world-wide scale, the Director General of the FAO, Dr. B. R. Sen, proposed the *Freedom From Hunger Campaign*.

The Campaign, launched in July 1960, has the support of all 104 member nations of the FAO, of the United Nations

*A child in Leopoldville receiving milk from FAO's Nutrition Regional Representative in Africa, under a UN milk distribution programme organized by the Congolese Red Cross and the International Red Cross. A little is made to go a long way (UN photo)*



and all its specialized agencies. This is not a famine relief campaign, but a campaign to prevent famine in the future by abolishing its causes wherever possible. Nor does it rely only on the support of governments and their agencies. It is voluntary in nature and seek the support of people everywhere – religious and social groups, nongovernmental organizations of all kinds, commercial and industrial concerns and, in short, individuals in all communities and countries throughout the world.

Already forty-six member countries of the FAO have formed national campaign committees to educate and inform public opinion, to analyze and show ways in which the problem can be solved and to organize drives to collect funds to support specific projects in under-developed countries. Another indication of world response to the Campaign is the resolution passed by the United Nations General Assembly in October 1960. This strongly supported the Campaign and requested the FAO, in consultation with the UN and other agencies, to prepare a programme for the use of surplus food for economic development in food-deficient countries. This has been done and a \$100 million fund has been set up and will be used to test a number of ways of using food for development as well as providing a standby for emergency relief. It is hoped that this World Food Programme will eventually be enlarged as the result of experience gained in these tests.

An enormous number of other bodies besides the FAO are of course engaged in work designed to relieve and prevent hunger, particularly two other UN specialized agencies, the World Health Organization and the United Nation Children's Fund. And paradoxically the Cold War 'battle for the hearts and minds of men' in the under-developed countries has been turned to the advantage of the victims of hunger to the extent that governments of both East and West are anxious to boost their prestige in these areas by relieving some of the misery caused by poverty.

Finally, a few facts and figures which demonstrate the tremendous inequalities which exist between the privileged and the underprivileged nations in the world. A comparison of national incomes gives a picture of the distribution of wealth throughout the world and shows that the greater part of mankind is, relatively, very poor. The Far East, with 52.3 per cent of the total world population, has



*The terrible effects of hunger need to be seen to be believed. Help is badly needed*

only 12.3 per cent of the world income. Africa, with 7.1 per cent of the population, has 2.2 per cent of the income. Latin America has 6.8 per cent of the population, but only 4.7 per cent of the total income. On the other hand, Oceania, with 0.5 per cent of the total population has 1.5 per cent of the total income. North America and Europe, of course, are the wealthiest - North America with 6.7 per cent of the population, has 39.8 per cent of the income, and Europe, with 22.2 per cent of the population, has 37.7 per cent of the income.

Comparison between a typical urban diet in the United States and a typical diet of a rice-eating working class family

*An FAO nutritionist is assisting with the distribution of milk provided through the United Nations Children's Fund in Honduras. This scheme ensures that children receive some free milk each day*




in India shows how widely nutritional standards vary. The Indian consumes 1.23 pounds of food a day, the American city dweller 4.66 pounds. Rice, the basis of the Indian diet, represents 85 per cent of the daily food. Lacking an adequate supply of protein, fats and vitamins the Indian worker is subject to many diseases due to malnutrition, has less stamina and a shorter life expectancy. This condition reduces his energy and ability to work, and thus to contribute in full to the economic development of his country, which further reduces his chances of improving his standard of life.

FAO has published a list of almost a hundred projects in about fifty countries which have been financed through the Freedom From Hunger Campaign. It now plans to hold a 'World Freedom From Hunger Week' centred around 21 March 1963. Its purpose is to organize international demonstrations as a springboard for the second stage of the Freedom From Hunger Campaign from which the Campaign can be intensified and carried to people and groups which have not been reached up to now. Many national and international plans for participation in the Week are in the course of preparation; these include the issue of special postage stamps and the holding of special appeals.

The FAO has expressed the hope that trade unions will play an active part in activities organized by their national Campaign committees. They have also suggested that events which trade unions themselves might be able to organize in connection with the Week might have a double significance, combining fund-raising with some form of action symbolising the need for increased efforts, at the cost of personal sacrifice, to eradicate poverty and misery.

#### Medical assistance afloat

 THE INTERNATIONAL RADIO-MEDICAL CENTRE (CIRM), based in Italy, has inaugurated a new 'Floating Medical Service', the purpose of which is to carry out research into social diseases among seamen in ports and to provide medical assistance to the crews of motor fishing vessels off the African coasts.

By way of experiment a yacht has been acquired on loan for five months which is to operate along the coasts of Africa where the fishing vessels concentrate their activities. The yacht, which has a doctor on board together with medical staff and facilities, may be called

by radio whenever a fisherman falls ill or sustains an injury. In serious cases the doctor contacts the CIRM ashore so that the patient may be removed by air. For this purpose the CIRM has obtained permission from the United States Government to make use of the American Air Rescue Service based at Tripoli.

Whilst in port the medical ship will be giving its attention to the various social diseases contracted by seamen aboard other ships. In this task the Floating Service will be able to make use of the radiographic units of the Italian Ministry of Health.


The medical ship has already visited the ports of Palermo, Trapani, and Mazara del Vallo, before moving out to sea.

The CIRM has done an admirable amount of good work in ensuring the safety of human life at sea. The mere fact that CIRM facilities are there to assist him should he fall sick or suffer injury, inspires confidence in the seafarer exposed to the many perils of his profession. The CIRM is constantly seeking ways of improving and extending its services. If the Floating Service is a success, the CIRM hopes to acquire a ship of its own to provide a permanent service.

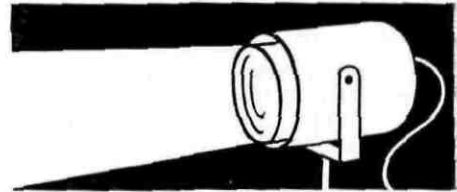
With the collaboration of the Soc. Radio-Marittima (SIRM), the CIRM has also recently organized a special radio-medical service for the crews of fishing vessels operating in the Mediterranean or in distant parts of the ocean. In view of the difficulty involved in sending radio-medical messages to Rome through the little stations that give assistance to fishing vessels, the Organization has obtained for its service the support and collaboration of the management of certain hospitals and of numerous doctors living in the districts where the SIRM has its radio stations.

The ITF Seafarers' Section Welfare Fund made a contribution of £1,000 to the work of the CIRM in January.

#### ILO invites discussion of automation


 AT THE INVITATION of the Director General of the ILO industrialists and labour leaders visited the ILO in Geneva during December last year to discuss the social implications of automation. Subjects being studied by the ILO include: the shorter working week as an answer to unemployment resulting from automation; the impact of automation on management; the extent to which retraining can help displaced workers; the rapid expansion of automation; and the obliga-

*(Continued on the next page)*



# Spotlight on Economic Integration

## European socialist parties ideas on Common Transport policy

 THE FOLLOWING is the section dealing with transport from the programme for common action of the Socialist Parties of the European Community, adopted by their fifth Congress (Paris, 5 and 6 November, 1962).

### European transport policy

The common aim should be a rational transport system, based on the notion of public service, and the establishment of sound and profitable transport enterprises. To attain these objectives it is necessary to regulate the conditions of competition so as to take full account of the aspects peculiar to transport, such as the differing market structure of the various carriers, the fluctuations in demand and the high proportion of fixed costs to total costs.

The following should be the principles of a common transport policy:

*to reduce total costs as much as possible by adjusting the capacity of the carriers to actual needs;*

*the public authorities must treat the various carriers on an equal footing and curb any tendency to distort the conditions of a competition between them;*

*the public authorities must refrain, unless imperative considerations of general interest or of a social nature make it necessary, from fixing transport tariffs which do not cover the real costs of the enterprises concerned. Should this nevertheless prove necessary for reasons of general or regional policy, the losses of the transport enterprises should be made good.*

Measures which, in the sphere of

(Continued from page 33)

tions of the makers of machines towards those workers they displace.

For many years the ILO has been studying the implications on labour and social policy of automation and related forms of technological change.

transport policy, hinder the establishment of sound competition within the Community, must disappear as rapidly as possible. To this end the following measures should be envisaged:


*removal of discrimination based on country of origin or destination of the goods in the matter of freight-rates and conditions of transport;*

*suppression of subsidized tariffs not wholly justified by imperative considerations of general interest or of a social nature;*

*abolition or reduction of the practice of breaking bulk at the internal frontiers of the Community and a lowering of the taxes and customs duties charged at the frontier-crossings.*


In order to ensure the smooth functioning of the market in transport, the Community must establish regulations on licences not only for European road transport but also for the participation of carriers from other countries of the Community in national traffic on the territory of a given country.

### European shipowners cooperate

 SHIPOWNERS OF THE EEC COUNTRIES have been making moves towards cooperation. Some time ago EEC shipowners' associations held discussions concerning a common approach to shipping problems and it was decided to create some more permanent framework for cooperation. For the present the basis of this is that the French Shipowners' Association has agreed to do the paper work for such cooperation and to act as a secretariat for this limited purpose.

### Coordination in civil aviation:

#### Air-Union

 A EUROPEAN CONFERENCE to study the question of coordinating air transport was convened in 1954 in Strasbourg. The two main recommendations of the Conference were the establishment of a European Civil Aviation Conference and that States should give support to cooperative arrangements among their airlines and establish con-

ditions favourable for such cooperation.

Intergovernmental cooperation in civil aviation has developed in the last few years through organizations such as the European Civil Aviation Conference and on a world basis through the International Civil Aviation Organization, a specialized agency of the United Nations. The European governments, however, had great hopes for cooperation among the companies themselves. Such hopes were based on the fact that international cooperation among airlines already existed in the framework of IATA (International Air Transport Association) on a world basis and in the Air Research Bureau grouping most of the European companies.

In 1959 some European companies decided that a coalition of competitive commercial interests would be the only realistic measure to reduce the fierce competition among themselves on the intercontinental routes. Following discussions in Brussels and Paris in the early part of 1959, airlines from four of the six Community countries – Air France (France), Alitalia (Italy), Lufthansa (Germany) and Sabena (Belgium) – decided to set up a joint organization for their long haul services under the name of Europair. The main reason why the name of Air-Union was later taken instead of Europair was to leave open the possibility of joining not only the other European airlines but also airlines from overseas countries.

The negotiations, started in 1959, resulted in 1961 in a draft agreement which has been submitted to the governments concerned for approval. The Dutch airline KLM had actively taken part in the preparation of Air-Union, but withdrew from the discussions in 1960.

Quite recently, KLM has made approaches with a view to joining the negotiations. It is expected that the Air-Union agreement will start to be implemented in the spring of 1963 when the summer timetable comes into effect.

Air-Union falls short of a complete fusion of the participating airlines. The new


organization is a combination based on a 99-year contract in which each company maintains its individuality, nationality, statutes and structure. An Executive Committee of eight members on which each airline will be represented by its two top officials will direct the organization with the assistance of four commissions charged with: planning; supplies and equipment; sales and publicity; and international relations (commercial rights). A joint Secretariat is to be set up in Paris.

Within Air-Union the companies will pool all their international freight and passenger services. The French services to overseas territories remain fully outside the pool, but great care will be taken to avoid competition. The domestic services (known as cabotage) of Air France and Alitalia were also excluded from the pool, while cabotage in Germany is included.

The combined international services of the four airlines will run, as soon as the governments have agreed on it, under the name Air-Union, with national names in brackets. This will permit a considerable degree of rationalization and do away with much of the present duplication of functions. At the same time a more convenient service will be provided for the public. European flights will, for instance, be arranged to provide round-the-clock services, and not, as now, be tied to providing feeder services for transatlantic flights with departures chartered around the same hours. To start with, technical cooperation will be limited to common use of ground equipment and cooperation in overhaul and maintenance work, mainly because the types of aircraft used and ordered by the four airlines differ. It is, however, envisaged at a later stage that technical services will be pooled — maintenance, refuelling, orders of equipment and spare parts and, finally, training of personnel.

*It will be recalled that the recent ITF Civil Aviation Section Conference passed a resolution on the subject of Air-Union, protesting against the lack of workers' representation during the discussions and demanding that organizations representing all categories of civil aviation personnel should be included in the negotiations in order to advise on measures to be taken to protect the workers' interests.*

### **A brighter future for Britain's dockers**

 SINCE THE MEMORANDUM of the National Joint Council for the Port Transport Industry was published

in October 1961 considerable progress has been made towards effective decasualisation of British dockers. Unions and employers have agreed in principle to plans for the engagement of dockers on a weekly instead of a daily basis in the ports of Liverpool and Glasgow and in the enclosed docks of the Port of London. Practical details are still to be worked out but negotiations are going ahead and it is expected that the scheme will be introduced during the coming months.

The London plan provides for a minimum guaranteed wage of £11 per week, but the national minimum time rate of £1.16s per day, in force at present, will remain the basis for calculating overtime. A docker is at present guaranteed only a minimum of £7.16s.9d. per week, provided his earnings and attendance money do not exceed this. The guaranteed minimum is expected to be lower in Liverpool and Glasgow. Wherever the new system is introduced the men will remain formally the employees of the local dock labour board.

The employers for their part are asking the men to make certain concessions to bring about a greater flexibility of labour. They want them to agree to the use of more mechanical equipment for cargo handling and to abandon restrictions on the size of gangs undertaking jobs — hitherto the size of a gang has been fixed at twelve, regardless of the number of men required for a given job.

The employers are claiming that the dockers' fears of redundancy, which gave rise to the restrictions, are unfounded. The danger of redundancy, they say, will be averted through normal wastage. In September last year for example, there were 1,500 fewer names on the London dockers' register than ten months previously, although this is partly due to the compulsory retirement of older employees under the new pensions scheme.

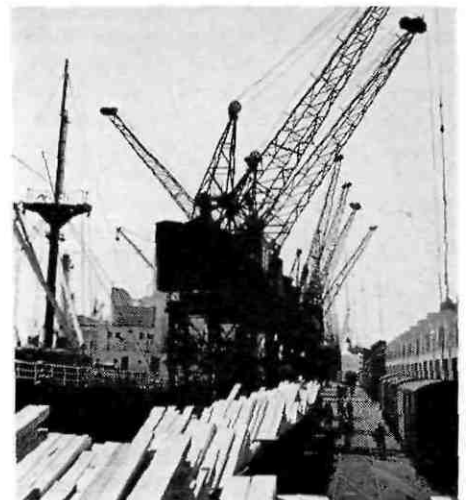
The question of decasualisation has come to a head with the publication recently of the Report of the Rochdale Committee, which was appointed to inquire into the state of the British ports and to make recommendations on how their efficiency may be increased. The Report has something to say on dock labour problems. It recommends decasualisation as an important step towards achieving greater efficiency in the docks.

The Report urges more mechanisation in cargo handling, taking into account at the same time the fears of the dockers that this would constitute a threat to their

jobs. The Committee believes that there is no serious danger of redundancy although there may be less men employed in the dock in future years. There is every reason to believe, the Report states, that normal wastage coupled with a policy of limiting recruitment will make redundancy unnecessary, besides which the increase in traffic to be expected will have a compensating effect. It is the opinion of the Committee that mechanisation, along with decasualisation of labour, is necessary to achieve a real improvement in conditions of the docks. Mechanical aids should be welcomed as a means of making dock work less arduous, besides which the resulting increases in the tonnage of cargo handled per man would enhance the skill and status of dock workers. They advocate good will and mutual trust on both sides as a basis on which to negotiate in order to determine fair and realistic manning scales.


Although some of the smaller ports consider decasualisation to be impracticable for them at present, at least the problem is being seriously tackled by unions and employers in three of the country's largest ports and this is an important step forward. These developments along with the recommendations made by the Rochdale Committee are an indication of the changes needed in the structure of British ports if dockers' conditions are to be improved and the efficiency of the ports brought up to standards adequate for the needs of the nation's trade.

*Great efforts are being made to extend effective decasualization of dock labour throughout British ports so that dock workers can enjoy real security of employment. The Rochdale Committee's Report considers that decasualization can bring more efficiency*



# Trade union education in a changing world

By V. S. MATHUR,  
ICFTU Director of Education for Asia

 TRADE UNION EDUCATION is education in trade union principles, philosophy and functions. One of its main tasks is to help equip its beneficiaries, at various levels of trade union hierarchy, to discharge their respective responsibilities more conscientiously and effectively and to make their participation in trade union work more purposeful. The type of equipment a trade unionist may require for this purpose would obviously be determined by the type of problems he may be called upon to deal with. Again the type of problems he may face will be determined by the position he may occupy, or the responsibilities he may have, in the movement. They may as well be determined by the stage of development of the movement itself and the peculiar economic, social and political conditions under which it has grown. The growth and development of the trade union movement differs from country to country. The developments may differ even in the case of the same country from one period of time to another.

## Tasks for trade union education in Asia.

To have some idea about the pattern of trade union education that may meet the needs of the trade union movements in Asia, it will be desirable to have a glimpse of the economic, political, social, educational and cultural developments in this region. Asia is the biggest continent of the world, being one third of our globe. It contains more than half of world's population. The degree of economic development in Asia is not uniform and wide differences are discernible between the conditions in different countries. Yet, perhaps it is possible to broadly identify certain rough common features and distinguish them from those of other continents. Most of Asia, with perhaps the exception of Japan, is more or less an under-developed area. Manufacturing industries have so far made little progress in Asia. The figures about the distribution of labour force in agriculture, industries and services in this continent also show that Asia is still at the 'primary and extractive stage of development'. A comparison with the distribution of labour force in Europe and in USA is revealing. While in Asia 73 per cent of the labour force is engaged

in agriculture, 10 per cent in industry and 17 per cent in services, in Europe and America the percentages are: agriculture 38 and 34, industries 33 and 28 and services 29 and 38 respectively. There is consequently widespread poverty and unemployment. Countries of Asia, excluding China and North Korea, with about 30 per cent of the total world population have a combined income of only 5 per cent of world's total income.

The extent of unemployment has never been thoroughly investigated. From all accounts it is tremendous. On top there is chronic underemployment on a vast scale, and about 9 million persons are added every year to the labour force to further accentuate and worsen the already difficult situation. Such a condition not only creates problems for the development of trade union movement, weakening considerably its bargaining capacity, but it has as well its psychological and political implications, posing a real danger to economic and political stability of many of these countries.

Most countries of Asia have embarked upon sizeable and often ambitious programmes for economic development. The effort quite naturally is to recover as fast as possible from the slumber of centuries and to catch up, as quickly as possible, with the progress of the West. Though the concept of economic development is much wider, yet quite often the emphasis in a number of such plans has been on greater industrialisation of the countries concerned. Industrialisation has called forth the need of adequate capital in its various forms. Most of the capital needed for development, obviously, has to be raised in the country concerned involving thereby a considerable sacrifice on the part of the people. To some extent the hardship can be lessened by import of capital and by foreign aid. However, capital and machinery, important as they may be, are not all. It has been well said that for economic



The author of this article, Brother V. S. Mathur, ICFTU Director of Education for Asia. The ICFTU Asian Trade Union College celebrated the tenth anniversary of its foundation in November last year

development, though capital accumulation is essential, the process of accumulation is not only physical but is mental as well and that skill and knowledge have their own importance for development no less than capital itself. Each new development sets forth its own corresponding requirements of human resources. Such trained human resources in Asia, unfortunately, are as scarce as perhaps the capital resources themselves. It is often not sufficiently realised that skill formation and adjustment to industrial discipline require considerable time and effort. A factory is indeed a little civilisation in itself with its own rules and conventions and habits of thought. As Maurice Zinkin beautifully points out: 'People who have never had to deal with anything more complicated than a wooden cart-wheel cannot be expected to know by instinct that too rough a jerk may wreck an expensive machine. People who have always regulated their lives by the sun and the growing crops cannot be expected to understand, unaided, that in a factory nine o'clock is a very different time from eight-thirty and that one cannot work harder for four days in order to make time to go to a wedding on the fifth.'

The industrial society of today is associated with a level of technology far in advance of earlier societies. The industrial workers of developing countries, while they have the advantage of having available to them the fruits of most modern and advanced technology, at the same time have to cope with the distance between the primitive modes of work with which they are accustomed, and the present modern highly developed technology which they are called upon to use. The gap between the two is much wider and greater than their counterparts in the West had to cope with at similar stages of their economic development. Moreover, since science and technology generate continuous change, new skills and occupations are constantly replacing the old. It is thus essential that in a modern industrial society educational systems should take care of the development of skills and professions imperative to technology.

It may, however, be pointed out that while skill formation and knowledge of technique may be extremely important, by themselves they may not be enough. The worker's conception of a job and his whole attitude to it are of great importance. He should feel pride in his job and he should instinctively learn to



*A group of students in front of one of the buildings of the Asian Trade Union College. Brother Mathur describes the particular problems which confront education in Asia and distinguish it from similar efforts being made in the more developed countries of our world*

do it thoroughly avoiding all slipshod methods. The development of human resources therefore, as has been very rightly pointed out by Mr. P. P. Narayanan in one of his speeches, should cover more than skill formation. The emphasis indeed should be on all-round development of workers' personality and on right social attitudes. In the context of the above need, when one looks at the present level of general education of the working people in Asia one cannot but feel appalled. It is said that 75 per cent of the illiterates of the world live in Asia. This is not surprising when one notes the almost scandalous neglect of education by a number of Western colonial powers in the colonial territories under their control. For example, in the case of Indonesia the opportunities for secondary education were so few that during the period 1910-1914 in the whole of Indonesia on an average only 4 Indonesians graduated from high schools per year. This yearly average had increased to 11 for the period 1920-1921 and by

1940 had reached 240 for a population of about 70 millions!

What are the political conditions under which the above economic transformation of the various countries of Asia is being attempted? Politically Asia is a continent of new and emerging nations. Most countries have attained independence only recently. The early years of independence brought in their train a host of political and economic problems. War had left its imprints on the economy and politics of many of them. A number of countries were almost completely devastated and were in economic ruins at the time of independence. Post-independence period was also a period of great political instability.

Hardly two months after Burma had become independent on January 4, 1948 the Burmese Communist Party went into an armed revolt against the established government founded by the leaders of the freedom movement. Later in January 1949, the Karen minority rebelled making a demand for the establishment of

a separate Karen State. Ceylon became independent shortly after the British Government decided to grant freedom to India and Pakistan in 1947. Since independence it has been facing a number of problems of a complicated nature, such as the integration of Tamils and Sinhalese leading often to bloody riots and disturbances, and the question of citizenship for a vast number of plantation workers of Indian origin. Independence in India and Pakistan was preceded and followed by bitter communal riots and resulted in the transfer of population amounting to roughly 16 million people. The early days of freedom in India also witnessed almost an armed rebellion by the Communists to set up a separate state in Relingana. Conditions in Pakistan resulted in a succession of changes in governments and finally led to the establishment of a government by the military. Though President Soekarno along with his at one time most trusted comrade Hatta proclaimed the Republic of Indonesia two days after Japanese surrender in 1945, his declaration of independence was followed by a series of military encounters with the Dutch which lasted nearly four years. The conditions thereafter have also not been any more normal. Malaya and Philippines have witnessed Communist terrorism on a vast scale during the period following the Second World War. Only comparatively

recently both these countries have been able to bring the situation under satisfactory control. The situation in Laos, Cambodia and Vietnam does not lend itself to an easy summary, but the conditions there have been too unsettled to permit satisfactory operation of any plans for economic development.

While most of the countries of Asia faced difficult and unsettled political situation sometimes giving rise to open hostilities by a section of the population, on the other hand often the political leadership of the countries had to be assumed by persons, with of course a few notable exceptions, who were not fully equipped and experienced to shoulder such onerous responsibilities in such a difficult period of history of their respective countries.

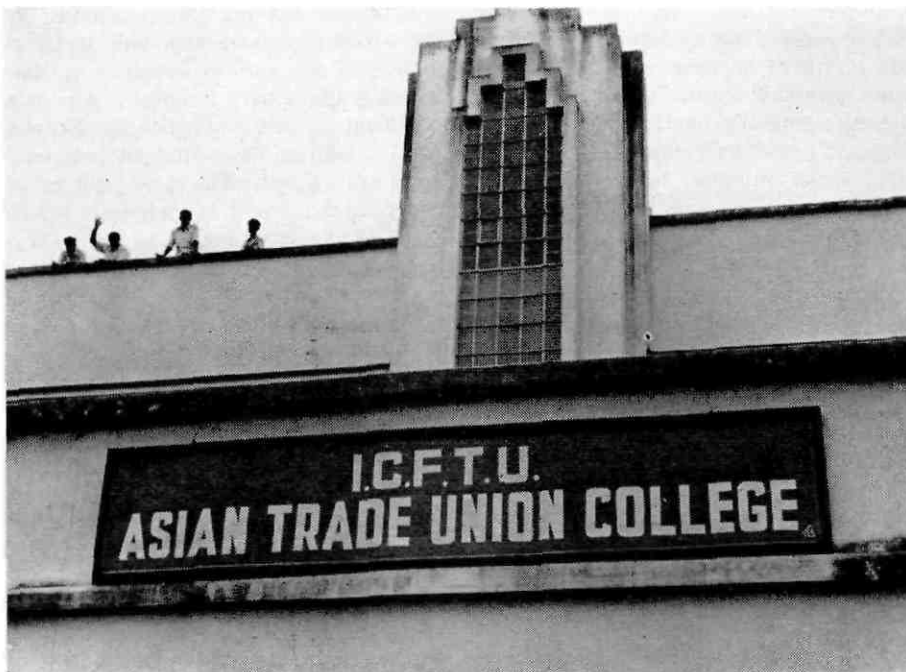
Political independence in many countries was preceded by periods of freedom struggles, in which all sections of the population participated to gain freedom from the colonial rule. During these struggles a number of expectations were awakened among the masses as to what achievement of freedom would really mean to them in their everyday lives. There has been an explosion of expectations. However, unsettled political conditions, inadequate economic development and, in some cases, inexperience and immaturity of political leaders have made it extremely difficult to realise

much of these expectations. Further, a number of political leaders in these developing countries have been in the past closely associated with the trade union movement. It was natural that their coming to power should give rise to increased, and in some cases inordinate, expectations. The more inordinate the expectations are, the greater is the resulting frustration and sometimes disillusionment. After independence, while naturally the freedom movement split itself into a number of political parties, the association of political leaders with the trade union movement resulted as well in consequent divisions in the trade union movement itself along party political lines. The result has been that while some trade unions under the influence of political parties in power feel close to the government, the other organizations under the leadership of those now associated with parties in opposition tend to play more and more the role of a party in opposition. The old trade unionists even when they may have achieved political power and accepted political responsibilities, do not often seem to realise their new role as administrators and rulers, but often try to continue in the movement causing sometimes embarrassment and complications. Even as leaders of the government they often try to achieve for the workers by legislation that which should normally be left for the workers themselves to achieve through trade union action and collective bargaining. Sometimes such well-meaning leaders of the government even go to the extent of promoting, through governmental assistance, programmes of trade union leadership training which obviously should be the concern of trade unions and be organised under trade union auspices.

A reference has already been made to the great concern of Asian governments with economic development. The enthusiasm of planners for their plans is understandable. One finds, however, that often the enthusiasm gets better of them and they sometimes tend to equate planning and fulfilment of the targets with almost the end of planning itself. It is obvious that under such conditions any claims and consequent trade union actions to secure higher standard of living and better conditions for the working people run the risk of being misinterpreted as obstructions to planning and to the fulfilment of its declared targets.

It must be mentioned here that in the industrially advanced countries during the period of their economic growth, the

*The lower general level of education in Asia and shortage of facilities for general studies mean that trade union education must cover a wider field than simple instruction in trade union and labour affairs, although the latter should form the core of a course*





ideas of economic and political democracy were not as widespread as they are in the developing countries today. It was therefore possible for them to delay the accrual of the benefits of increasing incomes to the masses of the people. Economic historians like Rostow put the period of economic 'take-off' for Britain between 1783 and 1802. The effective parliamentary reforms and a strong trade union movement were indeed much later developments in that country. We are told that income inequality in England might indeed have been widening from 1780 to 1850. Similar is the position of the United States and that of Germany. They are supposed to have 'taken off' in 1843-1860 and 1850-1873 respectively, while income inequality went on widening from the 1840s to 1890s in both countries. The developing countries have to pay the price of short circuiting the stages of history.

The earlier referred to explosion of expectations without a counter-balancing educational effort as well as an effort to understand and meet the real needs and requirements of the people, could lead to a very serious situation. Along with this, when it is remembered that there are present in the trade union movement a number of party motivated groups and individuals who are out to make political capital out of every discontentment, the situation becomes still more grave. It is no secret that totalitarian parties of the left and the right have a tremendous appeal to a group of disillusioned and frustrated workers. They are cleverly trying to penetrate democratic groups through their world-wide technique of infiltration either with a view to capture or to destroy. Recently in a few countries there has been greater emphasis on forming broad 'national democratic fronts'. The concept of national democratic front is not perhaps unknown in the history of the world communist movement. The strategy as enunciated by George Dimitrov, one time Secretary General of the Comintern and high priest of 'patient explanation' which is an euphemism for indoctrination - and of mass action over commonly and concretely accepted issues. The presumption obviously is that once mass action is launched even 'reluctant allies' will be driven closer and closer to the 'party'.

Since such elements try to approach members of democratic parties or trade unions in terms of their own declarations and in terms of 'commonly accepted ideas and digests', often uncritical and



*Economic and social conditions peculiar to Asia have to be taken into account when drawing up a comprehensive syllabus for any really effective trade union education*

innocent members are taken in and thus such parties are able to succeed in their game. Further, it has been pointed out that a leftist or socialist orientation of trade union and political movements in a number of developing countries, unless the leadership is vigilant, permits greater opportunities and scope to such elements to surreptitiously penetrate.

These, then, are the problems which developing countries in Asia have to face. They are engaged in a gigantic task of economic development yet under highly unstable and unsatisfactory political conditions. They are attempting economic development during a period when there has been widespread explosion of expectations among the masses and with the existence of trade union movement much more developed and much more insistent than the countries of the West had experienced at similar stages of their economic development. The trade union movements are called upon to operate and develop during a period when industrial development has just started and have, thus, not only to accept certain obvious limitations imposed by the situation, but as well are called upon to address themselves to a number of complicated questions of political and economic character, which their counterparts in industrialised countries never had to face at that stage of their development. The workers of this era, at the same time, have to cope with the wide gap between the simple tech-

nology of the primitive society, which they they are used to, and the highly developed techniques and modes of production of modern times, which again calls forth tremendous effort in general education and skill formation on their part. Industrialisation is not merely the introduction of a new technique to the methods of production. It is indeed, as has been well said, a new civilisation in itself and its social and cultural implications also need serious attention and call for sufficient effort.

It is true that a measure of economic development and political stability are essential factors for the healthy growth of a trade union movement. On the other hand, a strong and healthy trade union movement, which effective trade union educational work makes possible, can in itself be a great asset for economic development as well as for political stability. A strong trade union movement not only promotes healthy industrial relations and stable economic conditions but is able to exercise a desirable and healthy influence on planning policies and their execution. The planners are thus enabled to take more realistically into consideration the actual needs and requirements of the people and are enabled to have better appreciation and understanding of the implications their policies may have in terms of wages, prices and employment opportunities as well as availability of services and facilities for the community. It may thus be




*The author believes that only courses organized by trade union movement itself can take full account of all the relevant factors and can inspire the necessary confidence in the movement to make them a success. The state ought not to intervene in this field*

possible to secure for the workers a share in the increasing national income and to some extent satisfy their aroused expectations. All this further creates the right psychological atmosphere for workers to make their maximum contribution to economic development through increased productivity, thus contributing to the economic betterment and prosperity of the community as a whole. Political stability further is often a function of economic prosperity and economic stability. Trade unions are democratic organisations. Through their functioning they train increasing numbers of people in the methods of democracy, help spread democratic ideals and ideas, fight narrow nationalistic and sectional prejudices and prepossessions and promote a more cosmopolitan and healthy outlook among the people. They thus prove to be the real bulwarks of democracy and the only effective check to totalitarian tendencies both of the right as well as of the left variety.

The above analysis, in brief, enunciates the task which trade union education must fulfil in developing countries of Asia. It must not merely create consciousness of some of the problems mentioned above, but provide the necessary equipment to trade union leaders at all levels of trade union hierarchy to be able to effectively deal with the above problems in their respective areas of work. It is obvious that for this purpose the dimensions of trade union education

would have to be somewhat different from what they are conceived to be in the industrialised countries of the world, mainly because of the higher general level of education and better educational facilities available in the community in those countries. Further, some of the economic, social and political problems which the trade unionists in this part of the world have to face are peculiarly their own, and must be sufficiently taken care of by any programme of trade union education. Due to the peculiar conditions prevailing in these areas, it may be necessary to adopt special techniques and methods of educational work benefiting the situation. The agencies through which such educational work should be carried on will also need to be carefully considered. Though a number of agencies might help in educational work, yet the agencies which inspire the maximum confidence of the workers alone will be in a position to carry on such work in an effective and satisfactory manner. Since trade union education is education for leadership in the movement, it appears obvious that the movement must shoulder the major responsibility for such education. Indeed it can neglect it only at its own peril.

#### Statistics of world merchant fleets

 THE WORLD MERCHANT FLEET expanded during the year 1961 - 62 by 4.1 million tons, to a total of almost

140 million gross tons. The increase was distributed among the principal maritime nations. Liberia and Panama suffered reductions of 356,000 tons and 198,000 tons respectively due to repatriation of ships to the flags of legitimate maritime nations, mainly Greece which showed the largest individual rise in tonnage - 1.1 million tons. The United Kingdom fleet remained the largest in the world, expanding by 194,000 tons to over 21.6 million tons, probably reflecting to some degree the increased use of Bermuda as a flag of convenience country.

The US fleet, on paper the largest, declined by 965,000 tons to 23.3 million tons. This total, however, includes an estimated 12 million tons in the US Reserve Fleet and most of the reduction seems to have taken place in that sector through the scrapping of Liberty ships. Norway ranked third in the world, registering a sharp expansion over the year of 486,000 tons to 12.5 million tons, followed by Liberia at 10.6 million, and Japan with a rise of 916,000 to 8.9 million. Considerable increases were also recorded by the Netherlands (up 265,000 tons to 5.2 million), West Germany (up 153,000 tons to 4.9 million), Russia (an estimated rise of 618,000 tons to 4.7 million) and Sweden (up 170,000 tons to 4.2 million).

Scrapping of tonnage in 1961 reached a record total of 3.7 million tons but figures for 1962 so far are rather lower. Although the unemployed tonnage laid up throughout the world fell steadily from a peak of 9 million tons in 1959 to 2.2 million tons at the end of last year, it has risen again sharply to 3.7 million tons at the end of October 1962 - mainly in the dry-cargo sector.

The world total of oil tankers increased during the year by over 1.4 million tons to 45.3 million tons - representing 32.4 per cent of the merchant fleet. The UK fleet remained dominant with a rise over the year of 168,000 tons to nearly 7.5 million. Liberia's tanker fleet contracted by 232,000 tons to 6.8 million. It is still second largest in the world but is closely challenged by Norway. Panama's fleet also declined by 125,000 tons to under 2.2 million.


Nearly 20 million tons of the world merchant fleet, about 14 per cent, is twenty years old or more.

The ITF appeals to its affiliates to help the Freedom From Hunger Campaign.

# Round the world of labour



## Presentation to Norwegian railwaymen

 OUR PICTURE SHOWS ITF Assistant General Secretary, Hans Imhof (right), presenting a painting to the President of the Norwegian Railwaymen's Union, Marius Trana, in honour of the union's 70th anniversary in November last year. The picture shows a harbour scene in Helsinki (venue of the ITF's 1962 Congress) and was painted by Brother Werner Meier, editor of the Swiss Railwaymen's paper *Der Eisenbahner*.

## International labour film festival

 THE FOURTH INTERNATIONAL LABOUR FILM FESTIVAL, to be held in Tel Aviv, Israel, from 5 to 10 May 1963, is promising to become the most important one since the beginning of this competition in 1954. Of the eleven countries which have already agreed to participate, Australia, Japan, the Netherlands and Tanganyika will be showing for the first time.


The International Labour Film Institute was set up jointly by the ICFTU and the International Federation of Community Centre Associations in 1953 as a non-profitmaking association. It specializes in the collection and distribution on an international level of films and film strips on labour covering documentary, educational and vocational training films, as well as entertainment films intended to strengthen democratic institutions. The Festival will be the occasion for showing the latest and most

important films in these fields including full-length and documentary films on such subjects as developing countries, youth, etc.

## Protest against export drive aimed at South Africa

 BROTHER ARNE GEIJER, President of the Swedish Trade Union Confederation, LO, and of the ICFTU, has strongly condemned the decision of the Swedish General Export Association to back a sales campaign directed at South Africa, which will include a Swedish pavilion at the Johannesburg Trade Fair this year. Geijer said he considered that this action bore witness to a lack of judgment which ought not to exist within Swedish industry. The campaign could mean that Swedish workers would be indirectly helping to support South African's policy of apartheid. He asked for Sweden's withdrawal from the Trade Fair and called for greater trade with other African countries which were opposed to the South African regime.

## OeTV advanced drivers' course


 THE GERMAN UNION of Transport and Public Service Workers (OeTV) introduced a new residential course for road haulage drivers in January this year, which is designed to enable its members to pass the advanced drivers' examination. The syllabus is based on practical and theoretical training and the courses are given by experienced tutors. They give instruction in the latest technical and legal developments in road haulage. Union members must have attained certain professional qualifications before being accepted as participants in the course, and if possible have attended other union schools. It is expected that drivers who attend the residential course will in their turn pass on the knowledge they gained there to other groups in their own districts.

A visit to the drivers' school and success in the advanced examinations gives union members an opportunity to obtain better jobs carrying higher status and


more pay. And the course is also of benefit to the employer since better driving is more economical driving. The union intends to press for a special pay agreement for drivers who have passed the advanced test, in recognition of their special qualification.

The course is regarded, too, as one more step in the fight to obtain recognition of the driver's professional status.

## British seafarers' joint meetings


 ALL SEAFARERS' organizations represented on the National Maritime Board are now holding regular joint meetings to discuss matters of common interest and to make a united approach to problems whenever possible. These organizations include the three ITF-affiliated seafarers' organizations, the National Union of Seamen, the Merchant Navy and Airline Officers' Association and the Radio Officers' Union. Joint meetings are to be held at least six times a year and the subjects so far discussed include the following: a Channel link, seafarers and the European Economic Community, compensation for loss of effects, simplification of crews' accounts, medical attention and clerical work, liability of nuclear ship owners, nuclear tests in ocean area, US jurisdiction over vessels of other flags, and flags of convenience.

## Right to strike defined in Italy

 THE ITALIAN CONSTITUTIONAL COURT has handed down a judgement which defines and limits the right to strike as guaranteed in the Constitution of the Italian Republic. This judgement distinguishes between 'economic' and 'political' strikes. Economic strikes are permissible, and these are defined as strikes in support of claims for improved wages and other conditions of services, as well as solidarity strikes in support of other groups claiming these benefits. Public service employees who are not absolutely essential for the life of the community are permitted to withdraw their labour. However, strikers must not stop


work until they have taken every measure to ensure the safety of their work place. This affects seafarers, who are thus not permitted to strike at sea but must wait until they reach port.

### Ring 'Mr. Ice' for weather reports

 THE SWEDISH STATE ICEBREAKER SERVICE has established a service to assist masters and owners of vessels calling at Swedish ports during the winter months. Reports on ice conditions in Swedish waters will be given by telephone by 'Herr Is' ('Mr. Ice') of Stockholm. The reports, which will be available 24 hours a day, will be kept up to date and revised at least twice every 24 hours.

*The Swedish State Icebreaker Service has set up a telephone weather report service which will inform ships on ice conditions in Swedish waters twenty-four hours a day*

### Reduction of Norwegian railway personnel

 THE NORWEGIAN RAILWAYS estimate that in 1963 its staff will decrease by 400 more than last year. This process, part of a ten-year rationalization programme initiated five years ago, will then have reduced the number of employees by 4,841 compared with the peak year 1953 — a reduction of 17.5 per cent.

*Norway State Railways estimate that during the five years since its rationalization and modernization programme started it will have reduced the number of its employees by 17.5 per cent, by means of natural wastage with the trade unions agreement*




The programme is being carried out in cooperation with the Norwegian Railwaymen's Union. No-one has been dismissed, but no vacancies have been filled. It is thought, however, that a certain number of new recruits will be needed next year in some branches.

### Canadian labour college to open this year

 CANADIAN UNIONS are about to achieve a long-sought goal, a college for working men and women. The first Canadian Labour College is due to open in Montreal this summer. The college is sponsored by McGill University (Montreal) and the University of Montreal in collaboration with the Canadian Labour Congress and the Confederation of National Trade Unions. Unions in Canada have for many years provided courses for their own members but a need has developed for intensive training at university level and the unions are raising money or arranging to sponsor students to support the new college during its first three years.

The college itself is offering scholarship to union officers and members. The only basic requirement for entry is a good command of English or French — instruction will be in both languages. The board of governors is composed of representatives from the labour movement and the two sponsoring universities.


### Germany creates grants for job training

 GERMAN WORKERS wishing to increase their professional skill and advance in their jobs but unable to do so because of insufficient means will henceforth be able to go ahead without this worry. The German Ministry of Labour and Social Security has announced that funds are to be made available to enable such workers to take courses which will supplement the training they have already received for their jobs.

The assistance will apply for full or part time courses and for correspondence tuition. It will cover living expenses, tuition fees, travel expenses and sickness insurance.


Those who will benefit from such grants are workers who need some sort of further training in order to improve their professional and social position.

### Increased speed limit for goods vehicles

 The British government has issued a regulation increasing the minimum speeds for goods vehicles without trailers (but including articulated vehicles) from 30 to 40 miles per hour, and for goods vehicles pulling trailers from 20 to 40 miles per hour. The limit for cars with light trailers or caravans is raised from 30 to 40 miles per hour for and cars towing heavy trailers from 20 to 30 miles per hour.

# Japan's fisheries education system

by SEIJI KONDA, D. Agr. \*)

 THE MECHANIZATION and capitalization of Japanese fisheries commenced around the end of the nineteenth century, and soon there grew a demand for trained workers for the industry. In 1898 and in 1908 the steam whaler Orga (125 gross tons) and the steam trawler Henne Castle (169 g.t.) were brought out from Norway and Great Britain, respectively. In 1913 the number of steam trawlers in Japan amounted to 139 vessels. The total number of motor fishing boats was 1,000 in 1912; 40,000 in 1932, and, increasing rapidly, it amounted to 168,470 in 1960.

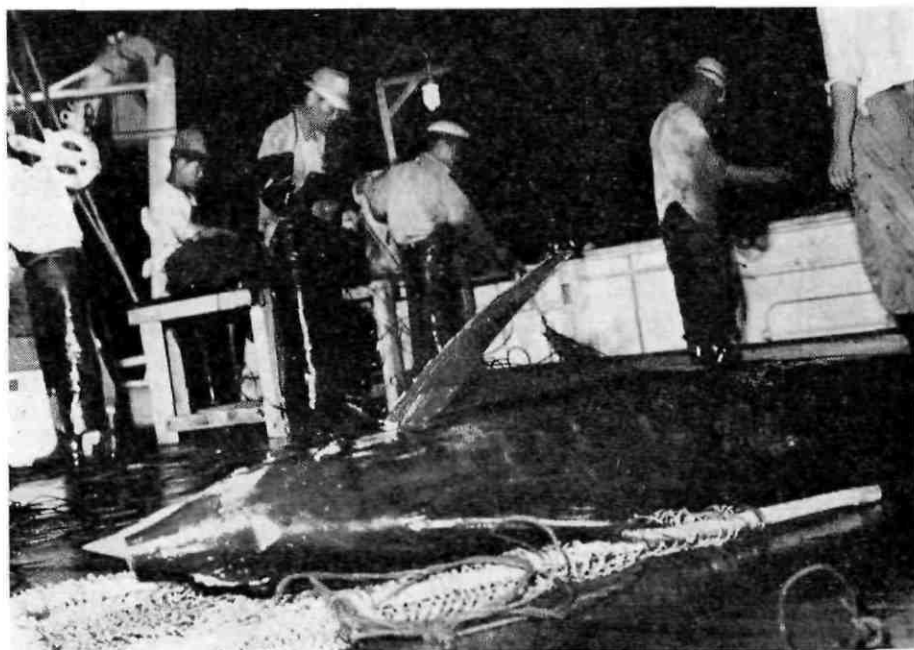
As early as 1895, some local fisheries schools were inaugurated, such as the Fukui Prefectural Obama Fishery School and the Iwate Prefectural Fisheries

School, and thereafter, the number of such schools increased rapidly. In 1897, the Fisheries Institute of the Ministry of Agriculture and Commerce was in-

*Most of the students who attend the fishery high schools and university fishery courses enter employment in some branch connected with the fishing industry, and foreign students are encouraged to enrol for studies after first studying the Japanese language*



\*) This article and the photographs which accompany it are reproduced by courtesy of *Fishing News International*.



*Practical training for Japanese fisheries student. Here the crew is seen working at night by the light of a lantern. In the foreground lies a victim of their efforts — a swordfish*

augurated, this being the origin of the Tokyo University of Fisheries. In 1907, a Branch of Fisheries was established in the Sappore Agricultural School, which has developed in the present Fisheries Faculty of Hokkaido University. In 1908 a Branch of Fisheries was instituted in the Agricultural Faculty of Tokyo University.

### 63 high Schools

As of 1st May, 1961, there were altogether 63 high schools in which fishery courses were established, including a few part time ones. All of those high schools were located at fisheries centres, and sometimes, they are the only high school in the respective area. The total number of pupils of such fishery high schools, usually between 16 and 18 years of age, was 14,796. The fishery high schools are mostly public, being financed by the respective prefectural government. Three courses, on fishing, propagation and processing being predominant, though in some cases the arrangement is different.

Recently, the training vessels for fishery high schools have been rapidly increased in their number and enlarged in their size. Of the total 32 training vessels, five are over 300 gross tons, 11 are over 200 g.t., and eight are over 100 g.t. Workshops for processing fishery products, as well as pisciculture facilities of the high schools, have also been rapidly improved and expanded. At present, there are 15 universities of which Faculty of

Fisheries or similar organizations are established.

The major field of study of the Fisheries Branch established under Faculty of Agriculture of some pre-War founded universities has been the Aquatic biology and chemistry relating to aquatic products. According to the opinion recently announced by the Japanese Society of Scientific Fisheries, such Branch of Fisheries, making the most use of the organization of Faculty of Agriculture, should emphasize the fundamental research and reflect such characteristic to the education of pupils.

On the other hand, the characteristic of the Faculty of Fisheries, a post-War institution organized by raising the college of fisheries to a university status, is said to be in training students in the broad fields of fishing, processing, fish-culture and so on. A faculty of fisheries combined with stockfarming as well as a faculty of oceanography have been established, and some groups are intending to settle a branch of fisheries economics. It is interesting that these new ideas are growing to meet the increasing needs of a community in the new age. Fisheries training vessels of over 1,000 gross tons are attached to the Hokkaido University (Oshoro Maru); Tokyo University of Fisheries (Umitaka Maru), Kagoshim University (Kagoshim Maru) and also to the College of Fisheries (Koyo Maru). The students connected with navigation in these universities are

trained so as to satisfy the requirement provided by the Enforcement Regulation for the Ship's Officers Law.

### Different Institutions

Fishery laboratories are usually attached to the Faculties of Agriculture which involve fisheries branch, as well as to the Faculties of Fisheries. These fishery laboratories are different institutions as against the marine and limnological laboratories attached to some Faculties of Science. Two fishery laboratories (Shinmaiko and Ikawaze) belong to the Tokyo University Faculty of Agriculture, one fishery laboratory belongs to each of the Faculties of Agriculture of the Tokoku University (Onagawa), of Kyoto University (Osaka-Misaki), and of Kyushu University (Tsuyazaki). The Tokyo University of Fisheries operates five fishery laboratories, of which one (Yoshida) is for the warm fresh water fish culture, and another one (Oizumi-mura) is for the cold freshwater fish culture. The Hokkaido University operates a marine (Oshoro) and a lake fishery laboratory (Hoya).

*Student pose proudly with their catch. In the background (wearing cap) is a student from Thailand. Training vessels have been provided for the fishery schools, and as well as receiving practical training in the actual fishing process, students are instructed in navigation, oceanography, fishery economics*





*Students sorting the catch of a trawler. The demand for trained workers in the fishing industry resulted in the establishment of fishing schools during the early years of this century, and by 1961 there were altogether sixtythree high schools which gave fishery courses to their pupils*

The general scheme of educational courses in Japan is as follows: — the Primary or Elementary School course of six years, the Middle School or Junior High course of three years, the High School course of three years, and the University course of four years leading up to the Bachelor's title (Gakushi). A further advanced course of two years would lead one to the Master's degree (Shushi), and the course of three years more could win a Doctorate (Hakushi). At present, facilities for the both degrees are available in five Universities.

Thanks to the maintenance and development of fisheries education and research, the fisheries industry of Japan has been able to keep abreast of the progress in the other industries of the country.

Most of the youngsters who graduate the fishery high schools as well as the university fishery courses, secure their respective employment in, and, generally continue serving in the businesses relating to fisheries. The graduates connected with navigation in particular, are the principal source furnishing the officers on board the fishing vessels going all over the Pacific Ocean, the Indian Ocean, the Atlantic Ocean, as far as the Antarctic. Studies show that of the students of Kagoshima University Faculty of Fisheries, founded in 1946, more than 70 graduates are now being employed on board the long-line tuna vessels operat-

ing on the Atlantic Ocean. With regard to the old established university courses of fishery, a number of its graduates are businessmen managing their own fisheries trade, and some others are members of the Fisheries Standing Committee of the Diet.

#### **New Trend**

All over the country, 4,402 boys graduated in March, 1960, from fishery high schools; 3,861 of them wanted employment, and as of May in the same year, 1,091 were employed in fishing and fish-culture industries, and 1,303, in various food processing industries. In recent years, the trend of youngsters' migration from the rural to the urban areas is remarkable. But in Kagoshima Prefecture, one of the rural areas in Japan, it is assumed that about 75 per cent of the new graduates from the fishery high schools will secure employment in their native Prefecture.

To meet their difficulty of language, Japanese language classes have been set up by the International Students' Institute, Tokyo, and by the Asia University. As for students invited by the Japanese Government, facilities are available for studying not only the Japanese language but also the subjects of general education in the Chiba University. We know several cases of young foreign students who, after studying Japanese language for one year joined a fishery college, and graduated from it with a good record.

There is a growing enthusiasm in the university circles in Japan to welcome foreign students who desire to pursue fisheries education in this country. International co-operation in connection with fisheries education and training would prove highly valuable for achieving progress in increasing the food supply from the seas.

#### **Urgent Need**

It seems to be an urgent need more or less common to the Asian and African countries to mechanize fishing boats, to introduce new techniques of fishing, of storage, of processing, of transport, and of marketing fish and fish products. All these problems could not be quickly solved. The training of the personnel to engage in these businesses and in research work concerning these are not also easily performed. However, it is noteworthy that up to January, 1961, more than 53 foreign students of 10 nationalities have arrived in Japan to study fisheries.

*(Continued from page 29)*

ways, Dr. Strössenreuther. The building used to serve as living accommodation for the staff of the nearby shunting yards, but was severely damaged during the war. That it should be rebuilt as a training school seemed the best plan for the site, in view of its convenient location and the pressing need for more railway teaching facilities in the area. Close proximity to workshop and railway installations is of immense importance to any teaching establishment of this kind. The school is also within easy reach of the city centre and a mere 15 minutes walk away from the countryside. Another important factor in the choice of this site for the school was that no kitchen needed to be provided, since the students are able to use the canteen facilities of the shunting yard personnel in an adjacent building. A special room is set aside for them here.

The building had to conform with the general architectural pattern of the square on which it is situated, thus it was not possible to build a school with an entirely up-to-date design. Living quarters, lecture rooms and recreational facilities had to be housed in the same building. The top floor of the school is set aside for teaching and is specially equipped for this purpose. The larger windows on this floor ensure the best possible use of daylight. There are three large lecture rooms on the top floor with a smaller room equipped for the projection of films. Rooms on other floors are also used for teaching but the rest of the building is mainly given over to living accommodation. The students' rooms are comfortable and well furnished. There are never more than three beds in each room and plenty of space for relaxing or studying during leisure hours. On the first and second floor there are common rooms and every floor is provided with the most up to date sanitary installations, including showers.

Since the heating system is linked to that of the adjacent goods station, the whole of the basement is available for whatever purpose might seem most appropriate. At first the space will be used mainly for storage of teaching materials, but as the intake of students increases and more rooms are needed for teaching, greater use will be made of the basement. Much of it will eventually be set aside for recreation rooms and in fact four rooms are already being used for table tennis and skittles. The training

*(Continued on page 48)*

# A look at safety . . .

high figure of road casualties the report recommends a number of reforms as standard European practice. The adoption of a European highway code, for example, and the fitting of safety belts to all new vehicles by manufacturers as a compulsory measure. Among the measures proposed are greater stringency in driving tests, road safety lessons in schools and an intensification of road safety propaganda.

Vehicle manufacturers should be induced to improve the construction of their vehicles from a safety point of view. It is also stated in the report that in almost every European country investment for road building is insufficient. Toll roads are suggested as a means of increasing resources, so that road construction programmes may go ahead more speedily.

## . . . At sea

Of recent years, and particularly since the Second World War, there has been a substantial expansion in the category of goods which it is dangerous to carry by sea. There are, however, no detailed international regulations governing the sea transport of these goods. Existing national regulations differ in framework and terminology, both from each other and from rules governing inland transport. This lack of uniformity, and also the absence of regulations in many countries, creates difficulties for all concerned with the carriage of dangerous goods.

The International Conference on Safety of Life at Sea, held in 1960, recommended that governments party to the safety Convention should adopt a unified international code for the transport of dangerous goods by sea, and that IMCO, in cooperation with the United Nations Committee dealing with this subject, should prepare such a code, taking into account existing maritime practices and procedures.

To implement these recommendations, IMCO's Maritime Safety Committee appointed a group of experts drawn from those member States of the Organisations having a considerable interest in the international transport of dangerous goods. In addition to dealing with explosives, this group will have to prepare detailed recommendations on packing, stowage, etc. for some 600 dangerous substances at present carried by sea. The group held its second meeting in November 1962 to consider drafts covering inflammable solids, or substances, liable to spontaneous combustion, and other dangerous

substances; its third meeting is planned for February this year.

## . . . On the railways

1961 was a bad year for railway accidents in Great Britain, according to an annual report published at the end of October last. The fatality rate rose in 1961 by 14 per cent over the previous year. The total of death recorded – employees, passengers and others – was 262, compared with 226 in 1960. Accidents due to technical faults have risen for the successive years: last year's figure was 171, the highest since 1951. Of the 48 accidents due to engine defects 77 per cent were caused by faults in diesel or electric motive power units.

It is suggested in the report that the increases in the accident rate are attributable partly to changing conditions under which the railways are operating. Modernisation creates certain extra hazards. Electrification and other engineering work involve the employment of workers with little experience of railway work and of the dangers to which they are likely to be exposed.


The accident rate per million miles rose from 2.87 in 1960 to 3.02 in 1961, a rate which has been exceeded only twice on British Railways since the war. Nevertheless, accidents due to human error dropped from 52.5 per cent to 48.25 per cent.

The report fears, in conclusion, that, unless the morale of the British railwayman can be raised and he can look forward to a career in a progressive and efficient undertaking, the good safety record of the nation's railway network will not be maintained.

## . . . In the air

A paper read at the annual meeting of the International Union of Aviation Insurers reported that the overall picture of jet aircraft accidents was improving: the current world accident rate is one aircraft every 150,000 hours of flight time. During the last four years twenty-six airliners have been destroyed completely, and a further fifty damaged. When these accidents are related to world flight time, it appears that experience with jets has passed through three phases. During early introduction they had been destroyed at a rate higher than one every 100,000 hours. Then the rate steadied at one every 100,000 hours and now the rate had improved still further, to one every 150,000 hours, i.e. about one accident a month.

## . . . On the roads

 A REPORT on road safety problems was presented at the autumn session of the Council of Europe. The report, which expresses alarm at the high accident rate on Europe's roads – each year there are 60,000 persons killed and 1,500,000 injured, 85 to 95 per cent of the accidents being attributable to human error or incapacity – was prepared as a result of a conference of road safety experts and parliamentarians held in Strasbourg last spring.


In order to reduce the alarmingly



# News from the Regions



## Moves to prevent maritime accidents in Japan


 THE RISING NUMBER of accidents to seafarers, and the fact that accidents at sea are far more frequent than on land, are subjects of concern to the Japanese Ministry of Transport. The Ministry has accordingly drawn up a series of measures designed to cut down the accident rate to seafarers. These include the setting up of a Seamen's Accident Prevention Association whose membership will include a number of ship-owners' associations and the All Japan Federation of Sea Transport Workers' Unions to advise on safety measures to protect seamen from accidents and special regulations providing for greater safety at work. In addition, port administrations will be empowered to detain a

*Dangerous jobs like this have been the cause of a disturbing number of accidents among Japanese seafarers. The government has accordingly set up a joint body known as the Seamen's Accident Prevention Association to advise on safety measures and regulations in order to cut accident rates*




ship which does not conform to seamen's safety regulations.


## AID loan for Honduras railway union

 NEW HOMES for railway union members in Honduras are to be built with a \$400,000 loan authorized by the United States Agency for International Development (AID). This is the first loan to a Latin American trade union to be authorised by AID. The loan will be advanced to the Sindicato de Trabajadores of the Tela Railroad Company, which has approximately 7,000 members. The union plans to build 120 three-bedroom houses.

## Workers' seminar in Lagos

 UNDER THE AUSPICES of the Pan-African Workers' Congress, an International Seminar on Workers' Education covering English-speaking territories was held in Lagos last December. Representatives from Nigeria, Rhodesia, Liberia, Kenya, Sierra Leone, Uganda, the Gambia and Tanganyika participated, and talks were given by lecturers sent by the ILO and by the International Federation of Christian Trade Unions. The seminar covered the following topics: trade union problems in Africa, collective bargaining, the ILO and what it stands for, agriculture and natural resources, social problems and political development, the European Economic Community and Africa, and the history and activities of international trade union organizations.

## New rail links across Africa


 AFRICAN GOVERNMENTS are to participate in the construction of new transcontinental rail links which will connect the Indian Ocean and Mediterranean coasts with West Africa.

The plan was announced at an African Railway Conference, held recently in Lagos, Nigeria. During the conference the project was studied in detail and a committee was set up to finance it. It is expected to cost something in the region of £80 million.




*During an African Railway Conference held in Lagos agreement was reached on the construction of railway lines to connect Africa's East, West and Mediterranean coasts*

## Jamaica joins the ILO

 JAMAICA has become the 105th member of the International Labour Organization and has agreed to remain bound by the obligations of fifteen International Labour Conventions which had previously been accepted on her behalf by the United Kingdom. The Jamaica government has also undertaken to ratify four other conventions immediately.

## EAR & H faces first deficit

 THE EAST AFRICAN Railways and Harbours Administration, which runs the railway in Kenya, Tanganyika and Uganda more or less as a single enterprise, is facing its first ever operating deficit. It is estimated that a loss of £352,588 will be sustained over the period of 1962 and 1963.


There are three factors which, according to the General Manager, account for the additional costs which the EAR & H have to bear. The first is Africanization – the process of appointing Africans to fill posts previously occupied by non-African personnel – which requires an additional expenditure on extra training

programmes for the two years of £300,000. By the end of 1963, nearly 75 per cent of all the salaried posts will be held by Africans, but substantial amounts will still have to be earmarked for the special training programmes for about six or seven years to come.

The second factor, which arises out of the first, is the premature retirement of non-African staff, which will cost £300,000 for 1962 and 1963. This amount will be reduced to £100,000 for a few years after 1964, and will naturally cease to be important once everyone who is going has gone. Finally, serious floods in 1962 have caused extensive damage to permanent way and rolling stock, at a cost of about £80,000.

Speaking of future prospects, the General Manager referred to the need for integration between road and rail transport: 'The East African territories cannot afford to duplicate a system of transport. The road legislation applies to three territories separately. The railway is already East African. I would hope that from the bitter experience of other countries which faced roads competing with rail, that some form of coordinated authority will be set up'.


#### East African ports to be nationalized

 NATIONALIZATION of East Africa's port industry is recommended in a report by Mr. A. Landman, port manager of Haifa, Israel, who investigated the docks system for the Tanganyika government. The proposal has been accepted by the East African Common Services Authority. The General Secretary of the ITF-affiliated Mombasa Dock Workers' Union, Brother J. D. Akumu, has asked that dock workers should be given the right of direct participation in any reorganization plans which affected them.


*The East African Services Authority has agreed to a recommendation that East African ports, including Mombasa, shown in this picture, should be nationalized*



#### New ships for Pakistan


 PAKISTAN is to purchase thirty-five ships to strengthen its merchant fleets on coastal and foreign routes. Of these, sixteen will replace obsolete ships and nineteen will be needed for the United States, Japan and East African routes. The Minister of Communications, announcing this, said that to improve the operational efficiency of Pakistan ships a shipping corporation was to be set up.

#### African ICFTU organisations to meet in 1963

 A CONFERENCE of African organizations affiliated to the ICFTU has been arranged for July of this year. The forthcoming conference was announced following a meeting of the Executive Board of AFRO, the ICFTU's regional organisation in Africa, which was held in Tunis last December, presided over by AFRO Chairman, Alhaji Adebola and attended also by ICFTU General Secretary, Omer Becu, and Assistant General Secretary, Stefan Nedzynski.

The agenda of the conference will be worked out at a further meeting of the Executive Board.

#### Trade unionism in Iran

 FREE TRADE UNIONISM IN IRAN has difficult time. Legal unions exist but they are hardly free. Of the 58 organisations legally registered in Iran a mere half dozen are properly run unions affording any sort of representation for their members; the rest have officers who take their orders from the secret police.

In principle trade unions are favoured by the Shah and his government but in practice they have no freedom to function as bona fide labour organisations. Collective bargaining does not exist and there is not a single union which holds a written collective agreement on behalf of its members. Working conditions in Iran are very bad and the unions are powerless to improve them. Strikes are neither permitted nor banned, but if one occurs, the police move in.

A recent strike of 21,000 brickworkers in Teheran was caused by the employers' refusal to pay the workers over a period of eight months. A common practice in Iran is for employers to withhold payment of wages and then bargain with the workers for a settlement for less than their due.

Such tactics along with instances of

trade unionists being victimised as trouble makers – exiled or imprisoned for months without trial – lend a gloomy aspect to the current trade union situation in Iran.

#### New airport planned for Tokyo

 IN ADDITION to expansion plans for Tokyo's existing international airport, the Japanese Ministry of Public Works has announced that it intends to build a second international airport for Tokyo comparable in size to New York's La Guardia and capable of handling supersonic airliners. This second airport is scheduled for completion by 1970. It will have a total area of 19 million to 23 million square meters – six to seven times as large as the present airport. It will have two 4,000 meters runways, one for take-offs and the other for landings, and two 2,500 meter runways and another of 3,000 meters to be used when there are unfavourable side winds. The airport will be ringed by a 2,000 meter open land belt to minimize the nuisance of jet noise.

*(Continued from page 45)*

schools of the Federal Railways situated in large towns have always had difficulty in keeping their students on the premises once the evening meal is over, and in view of this considerable attention has been given to the organisation of leisure activities and facilities at the Nuremberg school. Apart from the school's intention to devote more rooms to recreation, it has been decided to make a lawn behind the school building where the students will be able to relax in the warm weather. The plot is also large enough to accommodate playing fields so that they can organise their own games.

The railwaymen's school in Nuremberg is of course well provided with the most up-to-date teaching aids. Tape recorders and equipment for showing films and photographic slides are all used to make the instruction as effective as possible. As far as practical studies are concerned the Nuremberg school is unsurpassed. Its workshop possesses the most varied selection of machine models. There is hardly a railway installation or machine part, with which employees of the Federal Railways need to be familiar, which is not there either in the original or as a model. The most important of them have been broken down into their component parts, so that the students can understand more fully the working of the machinery.

# 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)** Three separate editions in Spanish, Portuguese and English

**Press Report** Two separate editions in English issued in London and Singapore