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Comment


French miners lead the way

The determination of the French miners to compel the government to grant long-overdue pay increases has won the admiration of trade unionists the world over. This conflict provides a classic demonstration to the labour movement that if the workers will only have faith in their own strength and staying power there is little they cannot achieve.

Two features of the miners' strike in particular provide hopeful signs for the future of the French trade union movement. The first is that the miners have successfully resisted attempts to limit their right to strike by the imposition of requisition orders', simply by ignoring them. The French government must now realize that never again can this step be used effectively to prevent large-scale stoppages in the public sector on the pretext of maintaining essential services. And within our own industry, French railwaymen, who have on several occasions been subjected to 'requisition', can now feel greater security about their own right to strike.

The second encouraging feature of the miners' strike is the high degree of effective unity between the members of unions of different political or religious persuasions. It is no use pretending, of course, that this development will now also induce the workers in other industries to create the same unity. However, it does indicate that an identity of interest can be attained through recognition of a genuine grievance among the workers. It was with the rank and file members that the pressure for common action originated. The success with which it has been pursued in this case ought to be an eye-opener to organized workers and should encourage them to strive vigorously for unity in general. They will come to appreciate that a free trade union movement, concentrating on representing the industrial interests of its membership and rejecting activities in which political considerations play an undue part, offers the only worthwhile vehicle for their aspirations.

Women in the transport industry

 AT THE ITF CONGRESS IN HELSINKI last year, Lina Raupp, a member of the German Railwaymen's Union delegation and one of the very few women delegates at Congress, drew attention to the fact that more and more jobs in the transport industry were becoming available to women and that it was essential that they should be able to work on equal terms with men. This meant not only the acceptance of the principle of equal pay for equal work, but also equality of opportunity with regard to vocational training and promotion prospects. She suggested that the ITF should issue a questionnaire to affiliated unions investigating the position of women in the transport industry, and draw up a report based on the findings which would assist unions in obtaining adequate conditions for their women members.

People do not generally think of the transport industry as one in which women are widely employed. However, there are certain branches of the industry which do make extensive use of women's services. The job which perhaps springs most readily to mind is that of the air stewardess, who is often envied for what the layman sees as a glamorous and exciting occupation which affords opportunities for unlimited travel. The reality is somewhat different – although the glamour certainly exists in the person

of the stewardess herself. The job is exacting in the extreme, calling for a rare degree of patience and adaptability. Unusual and more often than not irregular hours, long periods away from home, work under high pressure and in frequently cramped and uncomfortable conditions – these are just a few of the drawbacks of the airline stewardess's job. In addition to this, air stewardesses in many countries have to put up with marked insecurity of employment. Not only do many airlines refuse to employ

Miss Lina Raupp of the German Railwaymen's Union, whose speech at the Helsinki Congress prompted the ITF to conduct a survey of the women's work in transport



married women in this capacity, but some have also tried to impose an age limit as low as the early thirties.

Other jobs in civil aviation are filled by women, for instance ground stewardesses and any number of clerical positions. In fact the transport industry has a wide variety of office and 'non-operating' occupations to which women have ready access. On the railways, for instance, women are employed in a range of jobs from station announcers to booking office clerks; from canteen assistants to enquiries clerks; from level crossing attendants to carriage cleaners; and even – in India – as porters.

Road passenger transport is another sector in which women are increasingly making their mark. Not only do they work as conductresses on buses and trams; in some countries they are also employed to drive these vehicles (for instance in Sweden and the Netherlands) and have even gone in for driving taxis (Sweden).

There are few jobs for women at sea, although the catering department provides one opening. However, it has been suggested in Norway quite recently that the shortage of manpower in shipping might be solved if women were to be employed on board ship to relieve officers of the need to spend a lot of their time with paperwork, and also to do more of the traditional 'women's work' on board ship, such as cleaning and laundry. Large numbers of women work in the inland navigation sector, performing both the normal household chores and crew duties, and in one country at least – Finland – women work in the docks. The fishing industry, too, employs women for the shore jobs.



In Finland women are employed in dock work — one of the few industries which in other countries has resisted female penetration. In most countries legislation protects women — and young people — from such heavy work as one would expect to find in the docks

It is clear, then, that women workers find a place in every branch of the transport industry. The question of discrimination now arises. We have already seen how this is practised in the case of airline stewardesses. Discrimination against married women is still fairly widespread, based in some cases on an old-fashioned view of women's place in society. For instance, it was not until

November 1960 that the French Seamen's Code, which laid down that married women must have their husband's written authorization before signing on a merchant vessel, was abrogated. No married women are employed in railway service in South Africa, Queensland (Australia) and New Zealand, nor in public transport undertakings in Northern Ireland, and in some countries

Women perform many jobs on the inland waterways from the household chores to the strenuous tasks. a) On a British Waterways canal barge (photo by Peter Hewitt); b) hanging out the washing on a Rhine vessel and c) taking the wheel on a Dutch vessel



married women are not employed as bus conductresses. Discrimination also exists in the sphere of women's eligibility for social benefits – unemployment benefit is a case in point. However, the trend towards less discrimination of this type is being brought about by manpower shortages and the breakdown of the old religious and social prejudices.

The principle of equal pay for equal work is becoming more and more widely accepted, but another extremely important form of discrimination, difficult to fight because it is difficult to pinpoint, lies in the lack of opportunity for women to take advantage of vocational training schemes and, arising out of this question, to obtain promotion to the more responsible and better qualified posts. Trade unions in many countries have expressed concern over this problem, and ILO Convention No. 111, concerning Discrimination in Respect of Employment and Occupation (1958) covers the question of discrimination against women with reference to vocational training.

Against this there is the question of special welfare provisions for women workers employed in the transport industry. For example, in Germany, women clerical workers employed by the railways are in some cases granted a regular day off to attend to their household duties, whilst elsewhere legislation makes special provisions on hours of work for women workers. In the United States separate social benefits for women railway employees are laid down by law, and in other countries special provision is made for the children of women workers. In Rhine navigation, special protection against arduous duties and long hours is given to women workers in the manning regulations.

Apart from the Convention dealing with discrimination, ILO Convention No. 103 regarding Maternity Protection (1952) lays down standards for the granting of maternity leave, medical benefits and protection against dismissal for women who have children. The former Convention has received thirty eight ratifications, the latter unfortunately only eight.

The ITF is now engaged in drawing up a detailed questionnaire which aims to find out whether there is any discrimination against – or in favour of – women in terms of pay and conditions and access to certain jobs; to what extent affiliates make special provision for their women members within the structure of their union, and how trade union



A 'clippie' on a London bus. Many women entered passenger transport during the war, both as conductors and drivers, and having proved their ability continued in these jobs (Photo: London Transport)



A trainee stewardess is given instruction in the use of electric ovens at a BOAC catering training school. Stewardesses have to perform a multitude of tasks in often trying conditions (Photograph by courtesy BOAC)



The airline stewardess's job is often described as 'glamorous', but things are not always what they seem. It is also very exacting, and these United States hostesses are obviously not prepared to put up with bad conditions



A ticket clerk employed on the Paris Métro. This is the kind of job which women perform in many branches of transport



In some countries women play a vital part in the shore jobs of the fishing industry – unrewarding work for the most part, carried out under very poor conditions



An airline hostess's job can mean making friends with some rather unusual customers. Here a dachshund meets an El Al stewardess (COI photo)



A station announcer employed on German Railways (Photo: Deutsche Bundesbahn)



There is wide scope for the employment of women on the railways, from a variety of office jobs to cleaning and station duties, ticket clerks and level crossing keepers


organization of women compares with that of men; whether women receive equal treatment in the way of social security benefits, and whether special arrangements are made for women with children; whether women have equal opportunities to receive vocational

training, and equal opportunities for advancement; whether the incidence of sickness and absenteeism is higher among women workers than among men; and in general to discover the special problems of women workers in the transport industry and how these are solved.



After the course in Bruges was over, the participants paid a four-day visit to the new headquarters of the UIC in Paris to see the work carried out there and to learn something of the UIC's structure and organization. They are seen here in one of the conference rooms. The participants in the first course of the UIC's Training Centre for European Railway Staff, which was held early this year in the European College at Bruges. They studied the problems facing the railways especially in the context of European economic integration

Training centre for European railway staff

 THE INTERNATIONAL UNION of Railways (generally known by its French initials UIC) has established a 'Training Centre for European Railway Staff' which came into operation at the beginning of this year. The reasons behind this venture lie in a number of developments both in the railway industry itself and in the structure of the European economy as a whole. Railways have for a great many years had an international as well as a national structure and collaboration between different national networks has developed to a considerable degree.

European economic integration, besides giving even greater impetus to international consultation on railway matters, has also given rise to important and complex questions concerning transport as a whole, and it has become necessary for experts on international railway questions to devote their attentions to questions which reach beyond the bounds of their own industry.


The UIC Bulletin, reporting the opening of the Training Centre's first course, describes the situation in this way: 'The twofold need of ensuring continuity in traditional joint work and of meeting the new conditions encountered in international affairs, makes it imperative for the railways to train officers who, in ever larger numbers, will have to carry out international duties either on their own networks or in international organizations which may or may not be railway inspired. It is essential to form a corps of young officers well versed in economic matters, with open minds regarding questions appertaining to rail and other forms of transport and very conversant with the studies in hand in the different international circles, particularly in Europe.' Although railway administrations have always attached great importance to the education and training of their staff, the courses given by national networks do not, except in a very few isolated cases, provide a grounding in international work, or do so only inadequately.

The first course organized by the Centre began early in January this year at the European College at Bruges, Belgium, and lasted five weeks. Twenty six students of twelve countries attended the course and studied problems facing the railways in the context of European economic integration.

Following their stay in Bruges, the railwaymen taking the course were the guests of the UIC General Secretariat in Paris for four days so as to familiarise themselves with the structure, organization and work carried out there. This last part of the course enabled them to see how important problems of joint interest to all railways are dealt with: documentation and public relations, UIC representation on outside bodies, general transport policy, operating techniques and commercial methods, problems associated with supplies, general studies, operational research, electronic data processing equipment, European investment problems (Channel Tunnel), liaison with distant Railway Administrations. The closing address was delivered by Mr Louis Armand, Member of the Institute, Secretary General of the UIC.

The UIC makes it clear that this first session was regarded as an experiment, whose results will have to be carefully assessed. It is not quite settled yet what is to be the exact function of the Centre. In the UIC's own words: 'Should the curriculum be of the university type, with the railway aspect as a secondary consideration, or should it be primarily of railway appeal with matters of wider interest covered by the best qualified representatives from the other forms of transport, the economic sphere and the university?' The answer to this will determine whether the course will continue to be held in an establishment outside the railway sphere, like the European College at Bruges, or whether they should move to the headquarters of the UIC. All these questions are to be decided in the light of experience. In short, the Training Centre will be organized with flexibility so that it can be changed and improved as required.

Fishing by sound

 FISHERMEN may look forward to bigger and easier catches in future years, if new methods of attracting the fish by sound prove practicable. Japanese scientists have discovered that fish like certain noises and that by reproducing the ones that appeal to a particular species, the fish can be attracted into the nets. The sound would be emitted from a floating tape recorder.

If baiting fish in this manner becomes a commercial proposition, scientists of the world's fishing nations will have to find out the favourite sounds of the various species of fish in their national waters.

G. J. H. Alink



Profile of the Month

G. J. H. Alink is one of the younger men amongst the leaders of the Dutch trade union movement. Fifty two years old, he has been a railwayman all his life, either in active employment on the railways, or, since he took on full time union responsibilities, in the service of his fellow railwaymen. As soon as he had started his first job as a railwayman in 1928 at the age of seventeen he joined the Dutch Union of Railway and Tram Personnel (NV). During his employment on the Dutch Railways he held a variety of different jobs, but his interest in and concern for the union intensified as the years passed. He held a number of union posts: in the early days, generally as district secretary or treasurer. From 1937 to 1940 he worked at Nijmegen in the labour law office of the Netherlands Federation of Trade Unions (NVV). After the war he played an important role in the rebuilding of his union, and it was only natural that a man who had for so many years given his services voluntarily would find permanent employment in his chosen field. In July 1946 he joined the union's full-time staff and went to live in Utrecht. In 1951 he was elected a member of the NV's Executive Committee, and took a seat on numerous other committees, including the Staff Council of the Dutch Railways.

On 28 December 1955 the Executive Committee of the NV, which was to be amalgamated into the Netherlands Transport Workers' Union, unanimously decided to present him with the Union's gold medal for the outstanding services he had rendered the Union over a period of many years. In doing so they echoed the feelings of all union members who knew him or knew of his work.

Alink is a modest kind of man who does much but with a minimum of fuss. Unobtrusively, unostentatiously he gets on with whatever job is in hand. He has stood constantly by his organisation and assisted to the fullest of his ability in its development to the presentday Netherlands Union of Transport Personnel. When in 1956 the NV became the NBV Alink joined the executive committees of the merged union and of its railwaymen's section. Shortly afterwards he became President of that section committee. His work for the transport workers of the Netherlands culminated in 1961 in his election by congress as President of the NBV, succeeding H. J. Kanne in that capacity.

The ITF has only just begun to reap the benefits of an association with Brother Alink. His present union is an amalgamation of two unions

which have been amongst the staunchest affiliates of our International, and it was by a natural process that his name should eventually come to figure prominently at our meetings. At the ITF's last congress in Helsinki he was elected member of the General Council and of the Executive Board. His predecessor in office, Brother Kanne, had strengthened the link between the ITF and the Netherlands transport workers, and it is our hope that these common bonds will be the firm foundation of an ever closer cooperation between the NBV and our Federation through the medium of our EB member from the Netherlands, G. J. H. Alink.

We can only sum up an appreciation of this man and his work by quoting the words of Brother Kanne, when handing him over the President's gavel in 1961:

'Supported by great zest and capacity for work and through experience still increasing in wisdom and human knowledge, he has acquired great respect and trust in and outside our circles. This record and his instinct for comradeship and teamwork will stand him in good stead in his new office. And I am convinced that they will also lead him to success.'

Venezuela under siege

By ARNOLD BEICHMAN



Venezuela's democratic socialist government has been so successful in demonstrating that totalitarianism is unnecessary in Latin America that it is hated and feared by the communists even more than the 'traditional' dictatorships of Paraguay, Nicaragua and Haiti



SOME FOUR CENTURIES AGO, a Spanish *conquistador*, seeing clusters of native huts on stilts over Lake Maracaibo, named the place Venezuela, little Venice. Unlike modern Venice, however, Venezuela isn't sinking into the ground. In fact, this oilsaked land on the north coast of South America has made more economic and social progress in the last four years than at any time in its 150 years of independence. Its democratic government is headed by President Rómulo Betancourt, elected in a free vote in December, 1959, by a people which had a few months earlier rid itself of a ten-year dictatorship. His inauguration in February, 1959, followed by a month Fidel Castro's assumption of power. What has happened in Cuba and what is now happening in Cuba, we know all too well. By comparison, little is known or reported about Venezuela and its democratic revolution.

A political-intellectual of immense yet little appreciated stature, Betancourt and his Acción Democrática (AD) party in a coalition with the Christian Socialists (COPEI) have introduced a Rooseveltian New-Deal-cum-Labour Party type of government without the use of political terror, without lynch-mob cries of 'kill them', without the suppression of opposite parties. In fact, four Communist leaders sit in the Venezuelan Congress, having been duly elected in 1958.

The population of seven and a half million increases at the rate of 3.6 per cent a year, one of the highest rates of growth in the world, and to compound the problem, half the population is under eighteen years of age. Nevertheless, the country's living standards have visibly improved despite hard-core unemployment of 12 per cent of the workers or

350,000 people. These are the usual handicaps of underdeveloped countries but Venezuela is distinguished by being the richest underdeveloped country in the world. Foreign investment totals \$6 billion, two-thirds of which is from the US. If Venezuela survives the next election and the Havana-Moscow plots against its independence, more investment will be forthcoming. Larger in area than the United Kingdom, France and Benelux combined, Venezuela could support, given time and trained manpower, a population of 50 million because of its still untapped mineral wealth and the arability of its *llanos* (plains). While waiting for such a miracle, the Betancourt government has spent huge sums on housing, schools, roads, hospitals and other public improvements without any taint of corruption. The country's agrari-

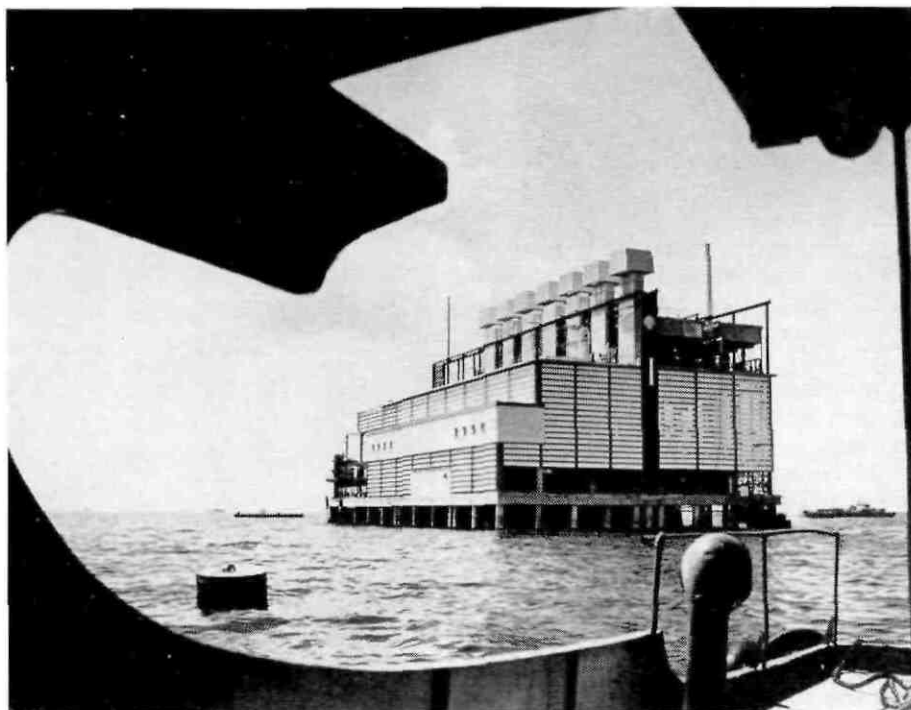
an reform programme has been described by Professor Robert J. Alexander, a Socialist, as 'the best-planned and most scientific effort of this kind which has yet been made in Latin America'.

In public education, the achievement has been even more spectacular. On a continent where 15 million children will never see the inside of a classroom, in Venezuela one can now say that every child has an opportunity to attend, at least, a primary school.

The trade unions, grouped into the Confederación de Trabajadores de Venezuela (CTV), are growing with government encouragement, not domination. A mission sponsored by the International Confederation of Free Trade Unions and headed by Victor Feather, the British TUC assistant general secretary, recently visited the country. Their report praised Venezuela's 'democratic revolution (for) bringing about far-reaching industrial and land reforms which in no way hinder but rather advance the struggle to raise living standards and give to all the opportunity to lead a full and decent life'.

Venezuela's post-liberation existence is a repudiation of the apologia of those who argue that it is presumptuous to demand democratic behaviour from underdeveloped countries seeking 'forced draft' economic growth. In actual fact, Betancourt could easily justify the imposition

Although Venezuela is still by any standards an underdeveloped country, it is distinguished by being the richest underdeveloped country in the world. It has enormous untapped mineral resources and fertile plains awaiting cultivation. Foreign investment is badly needed to exploit this potential wealth and help fight the poverty



Gas injection plant on Lake Maracaibo, Venezuela. In this article Mr. Beichman describes the achievements of the democratic Betancourt regime, and the attacks to which it is subjected by international communism, particularly centred in Cuba (Shell photo)

of a dictatorship in Venezuela if he availed himself of all those elaborate rationalises used to defend certain strong-men from democratic criticism. For in addition to all the problems which beset any socially disadvantaged country, Venezuela suffers an additional burden – it is a land besieged. To state it quite simply, Venezuela is besieged by organised Communist groups which, under the Khrushchev doctrine of support for 'wars of national liberation', seek Betancourt's overthrow. Although he has but one more year to serve, and although under the constitution he cannot succeed himself, the Communists and their allies have adopted every conceivable tactic, including terror, guerilla warfare, insurrection and assassination, to overcome this still democratic regime.

To say that Venezuela is a land under siege is no figure of speech. It is as bad in Venezuela today as it was in France and, certainly, in Algeria during the OAS campaign of terror, a year or so ago. Here is a listing of just a fraction of the gangsterism and sabotage which the country has suffered in little more than two years:

November 1960, Communist-led students at the Central University in Caracas had a four-day gun battle with the police. The university is a Communist

Party arsenal but nothing can be done about it. By Latin American tradition, a university is privileged sanctuary.

June 1961, the US Ambassador's car was burned while he was visiting an architecture show at the university.

23 January 1962, fourth anniversary of the overthrow of the Pérez Jiménez dictatorship, a time-bomb exploded on the seventh-floor men's room in the US Embassy.

May and June 1962, rebels attempted to seize naval bases at Puerto Cabello and Carúpano. A similar coup in June, 1961, occurred at Barcelona. One of the ringleaders, a Communist Congressman, was caught as he tried to flee by launch to nearby Trinidad.

27 October 1962, *fidelistas* succeeded in destroying major power installations at Maracaibo, Venezuela's oil-producing complex. Production was paralysed for several days.

17 January this year, Shell installations at Maracaibo were bombed.

The day before, a ten-man band armed with sub-machine pistols stole five French Government-owned paintings from the National Art Museum in Caracas. The canvases were recovered a few days later in an automobile occupied by two university students, who tried to shoot it out with the police, and a girl

who managed to escape.

20 January, a time-bomb was exploded on Maracaibo street 50 yards from the newly-established offices of the US Information Service. The incident occurred half an hour before a scheduled speech of the USIS office by the American Ambassador.

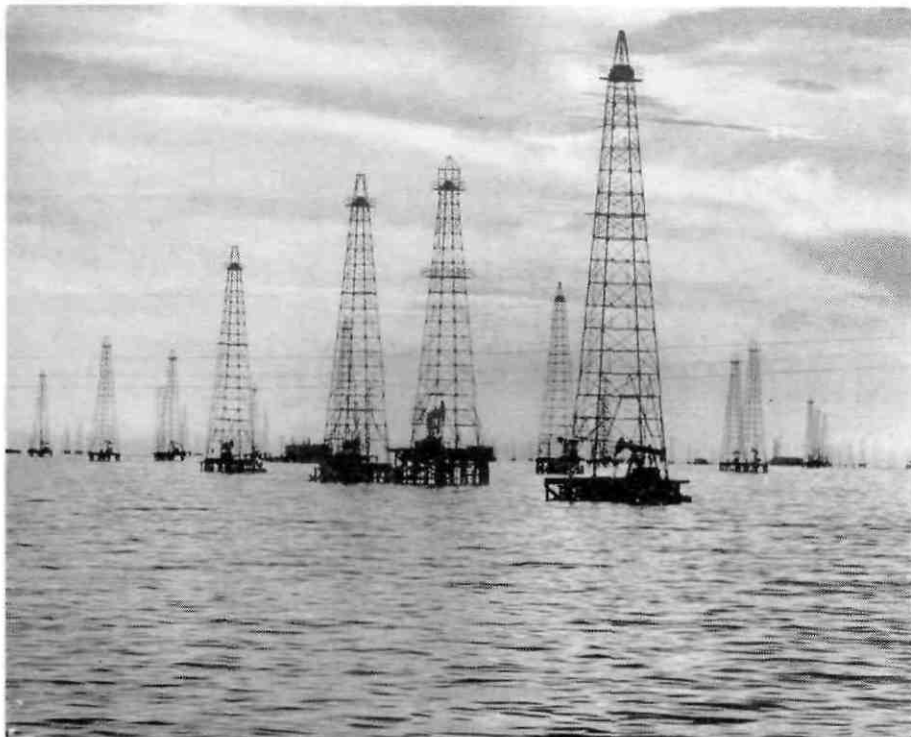
21 January, the government closed all Caracas high schools and the Central University for three days to prevent rioting expected in celebration of another anniversary of the 1958 revolt against Pérez Jiménez. Even so, in Caracas five persons were killed and 57 wounded in rioting .

23 January, I was in Meida, a large town 400 miles south-west of Caracas, which boasts one of the oldest universities in the hemisphere, *la Universidad de Los Andes*. From my hotel a mile away I heard shooting. A small group of students, holed up in one of the university *residencias*, was firing away at the police, one of whom was killed.

The 90-mile railroad carrying iron ore from Cerro Bolivar to Puerto Ordaz, centre of the steel industry, has been sabotaged several times. 24 January, the Caracas radio-television station was attacked, and its transmitters sabotaged. Almost every day, somewhere in Venezuela, a policeman is shot or killed or a small military depot is raided for arms, or bombs exploded. Such incidents have become so common, they rarely rate page one in the local press. The latest of them was the pirating of the Venezuelan ship *Anzoátegui* two weeks ago.

Were Betancourt the sworn enemy of 'Western imperialism'; were he shooting his opponents and suspending elections in the name of Marxism-Leninism; were tens of thousands of Venezuelan 'counter revolutionaries' fleeing into exile; were Betancourt organising 'united fronts' with Communists and leading a campaign against the Church; were he calling for armed revolt against all Latin American governments and financing continent-wide subversion, his beleaguered government, you can be sure, would be blessed with a host of supporting propaganda organisations called 'Committee for Fair Play for Venezuela', 'Friends of Venezuelan Freedom' or 'The Hands Off Betancourt Committee'.

I understand why Betancourt cannot engage those *avant-garde* liberals who are forever tortured by the question: which should come first, the omelette or the egg; can understand why he lacks the endorsement of the American



On of the principal reasons for the campaign of terrorism being conducted against Betancourt from Cuba is that he refuses to sell Venezuelan oil to Cuba, 1,200 miles away

Right, exemplified by Mr. William Buckley, whose publication accused Betancourt and other Latin American democrats of 'leftism'. Or the endorsement of the Venezuelan Right, whose spokesmen in Maracaibo so hate Betancourt as a 'crypto-Communist'. All this I understand. What I cannot understand is why Betancourt is no 'culture hero' to that sector of intelligent, uncommitted Western opinion which seeks champions with untarnished credentials. Betancourt clearly opposes all totalitarianism, as evidenced by the fact that of six known attempts on his life since he assumed the presidency one was arranged by the late General Trujillo. When I saw the 54-year-old Betancourt at Miraflores Palace not long ago, his left hand was still bandaged because the wounds he suffered in the Trujillo bomb blast in June 1960 have not healed. Two of the assassination attempts are blamed on General Marcos Pérez Jiménez, who is now in Florida awaiting extradition.

The other attempts are attributed to *fidelistas* who are going to keep on trying. During the weeks of the Cuban crisis, Theodore Draper recently wrote, the Cuban press 'unleashed a campaign against the Venezuelan Government, particularly against Rómulo Betancourt, that was unprecedented in ferocity and provocation'.

Of all Latin American leaders, Betancourt is most hated by the Moscow-Havana axis because he refuses to sell Venezuelan oil to Cuba, 1,200 miles away. This boycott has tied up Soviet and foreign-leased tankers in endless shipments from the Black Sea to Cuba. Despite Soviet pressures on Betancourt, the boycott continues. There is a second reason why Betancourt is so detested. His government has offered Latin America an alternative to Castroism. Duvalier of Haiti, Somoza of Nicaragua, Stroessner of Paraguay, these dictators are hollow men for Castro - but not Betancourt. Therefore, Venezuela must be thrown into such chaos that foreign investors will be scared off and local capital will fly away to foster-homes in New York and Basel; any kind of national planning will stop; the military will then oust Betancourt and establish their own 'caretaker' government. Most important of all objectives is the prevention of the elections scheduled for next winter, probably in December.

It is essential for the Communists to prevent free elections because they would lose badly. Their congressional candidates in 1958 received 160,000 votes or 6 per cent of the ballots cast and roughly five times the estimated Communist Party membership. Even if

they could fashion a united front with the Republic-Democratic Party (URD) or the pro-Castro Movement of the Revolutionary Left (MIR) or any other political fragments, it would be difficult to defeat the AD presidential candidate, whoever he will be.


What has saved the day so far is Betancourt's own political sagacity, trade union and peasant support which I would say is unbreachable, the existence of cadres of well-educated, upper-class reformers who are persuaded that Betancourt's 'middle way' is the only hope against Castroism. Two negative factors are also in his favour:

— Betancourt respects the military officers; they, in turn, respect him. They are also aware that another military dictatorship might bring about a Castroist coup.

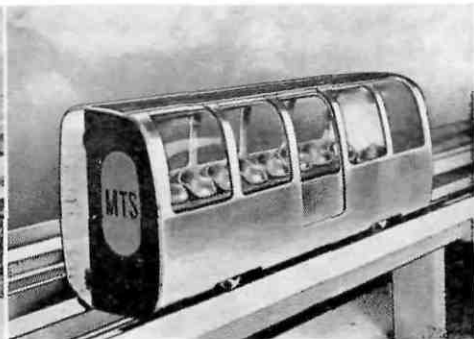
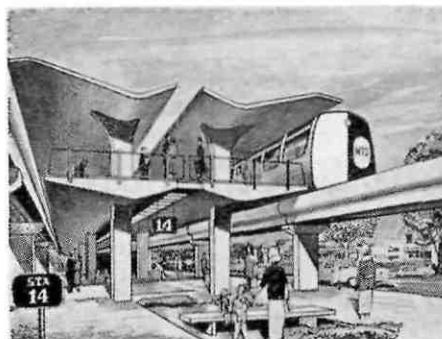
— Reports in the local press that the Communist Party leadership is split on the value of guerilla and terrorist tactics. Whether these reports are true or not, the terrorism, particularly since the Cuba events, has made *las extremistas* (the Venezuelan press euphemism) highly unpopular.

These internal considerations, however, may be insufficient to save Venezuela from externally-supported armed insurrection (the country's 1,700-mile coastline is made to order for smuggling whisky, cigarettes — or trained guerrillas) and the American retaliation which would certainly follow. What is wanted now to keep this beautiful country from becoming a battlefield is the widest possible realisation that Venezuela is not an abstraction like the phrase 'Latin America'. Rather Venezuela is a cause over which the most sensitive liberal or conservative need have no crisis of conscience. How to infuse alert publicists and politicians with active concern about Venezuela and how to create that needful public consciousness about a country which is as important as Mali and Somalia, puzzles me. Nobody is opposed to helping Betancourt: it's that so few really care. Soon I think we will care, and not just about Venezuela.

Express city transit system

 A NEW SYSTEM of rapid urban transport has been devised by an American company which could replace the subway system.

Working from three basic principles: that a rapid system should be comfort



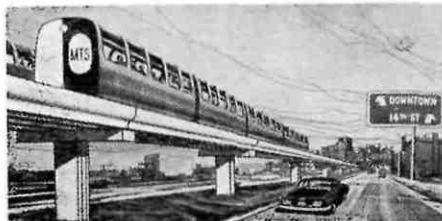
Possible layout of a passenger station for the transit express system — a 200-foot platform with a protected roof structure. A two minute interval between trains is proposed to avoid the need for elaborate stations. Right, the 20-passenger car is designed as a rubber-tired vehicle steered by four guide wheels riding against a curb (Illustrations: Modern Transport)

able and convenient enough to induce people to use it in preference to their own cars; that it should be inexpensive to construct and operate; and that it should be flexible enough to be expanded and integrated easily with existing transport systems; the makers have evolved a system which would cut construction costs to about one sixth of those of a subway line.

The aluminium cars, which hold twenty passengers, are very light and designed for maximum speeds of fifty miles an hour, and rapid acceleration and braking. Each car is rubber-tired and powered by its own electric propulsion system. Their light weight permits overhead track, which is cheap and can be attractively designed. The roadway illustrated consists of two precast, prestressed concrete beams, supported by concrete piers. A curb on the roadway guides the cars' rubber tyres.


The system is operated completely automatically by a series of local controllers at each station platform, supervised by a central control computer. The latter draws up time-tables and supervised the overall system; the local controllers regulate train speeds, starting and stopping, and door opening and closing.

Artist's impression of the system shown operating along the centre strip of a highway. The cars operate in multiple unit trains to provide seating capacity for up to 14,000 passengers an hour in each direction



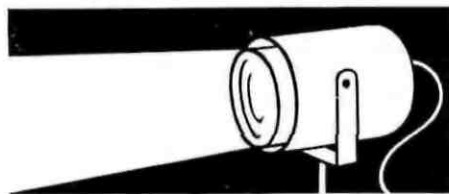
Time tables are subject to alteration to reflect changes in passenger travelling habits. Since the system is operated as a 'closed loop' with a two-minute fixed headway between trains, conventional sidings are not provided for. Instead, a mechanized yard consisting of a series of power-operated transfer tables will vary the number of coaches per train according to the instructions of the control computer. Fare collection is also completely automatic.

Radar in fog

 TWO PAPERS read at a recent meeting of the British Institute of Navigation indicate the hazards of relying too heavily on radar in fog to prevent collisions. Investigations into such accidents had shown that they were caused in the main either by failure to recognize the proximity of another ship from a radar screen, or else by the failure of men faced with an emergency to take the commonsense course of action. This was to reduce speed considerably, to find out the other vessel's movement, to discover if action was necessary, and if so, what.

It was also stated that there was a tendency to believe that radar enables one to see through fog and darkness and in fact indicate any hazards. This was far from being the case, and radar was little use in congested traffic. Collisions involving the use of radar in poor visibility could, in most cases, be attributed to excessive speeds and failure to interpret the information presented on the radar screen. It was vital that master and owners should realize that no device had yet been developed which would make it possible to navigate in fog and pass other vessels and through traffic at speed in complete safety.

Spotlight on Economic Integration



EEC relations with other countries

 AN AGREEMENT of association between the European Economic Community and eighteen African countries has been drawn up and now awaits endorsement by the Parliaments of all contracting states. The African countries are: Burundi, Cameroun, Central African Republic, Chad, Congo (Brazzaville), Congo (Leopoldville), Dahomey, Gabon, Ivory Coast, Malagasy Republic, Mali, Mauritania, Niger, Rwanda, Senegal, Somalia, Togo, and Upper Volta.

The EEC and these African states will have the following common institutions: a Council of Association, composed of ministers from the member states; the President of this Council will be chosen alternately from among the representatives of EEC countries and the African countries. There will also be an Association Committee, composed of the permanent representatives of the African states to the EEC; an annual Parliamentary session; and an Arbitration Court to give judgment on any conflicts which may arise.


A five-year plan of assistance to these associated African states has been drawn up, which envisages the expenditure of \$730 million (£261 million) in the form of gifts, long-term low-interest loans, and loans by the European Development Bank. This money will be used to finance specific development projects under the management of the EEC Directorate General for Overseas Development.

The Agreement of Association between the EEC and Greece came into effect on 1 November 1962. Other countries which have applied for association with the EEC are Turkey, Austria and the Netherlands Antilles. Following the breakdown of negotiations between the EEC and Great Britain on the latter's full membership, other members of the European Free Trade Area (EFTA), except for Austria, agreed not to pursue plans for any kind of link with the EEC. Previously, Norway, Denmark and Ireland had intended to follow Great Britain into

full membership of the EEC. (This projected expansion of the European Economic Community had the full support of trade union and socialist organizations in Europe).

As regards the EEC's relations with other countries, talks are continuously being held on the improvement of trade, and many countries now have permanent diplomatic missions to the EEC.

East Europe's 'answer' to the EEC

 THE COUNCIL FOR MUTUAL ECONOMIC AID – commonly known in the West as Comecon – was founded in January, 1949, 'to strengthen the economic collaboration of the socialist countries and to coordinate their economic development on the basis of equal rights of all member states by organizing the exchange of economic and technical experience and rendering mutual aid.'

Members

Soviet Union, East Germany, Poland, Czechoslovakia, Hungary, Rumania, Bulgaria and Outer Mongolia. China, North Korea and North Vietnam have observer status. Albania left the organization in October 1961.

Organization

The *Council in Session*, the supreme body, has no supranational powers; it issues recommendations which have to be made unanimously. Recommendations are put into effect by intergovernmental agreements. The council is attended by national delegations, usually headed by the deputy Prime Minister responsible for economic policy. Annual meetings are held in the capital of member states.

The *Executive Committee*, composed of permanent delegates from each member state at the level of deputy Prime Minister, was set up in June, 1962. Its functions are defined as the coordination of national economic development plans, investments and policy on trade with and payments to capitalist countries, and supervision of collaboration on scientific and technical research.

Permanent Committees, at present numbering 17, dealing with specific sectors

and problems. These were created in 1956, when the first serious attempt was made to secure a long-term coordination of economic development. They meet two to four times a year and deal with the details of economic coordination including the allocation of priorities of production, based largely on existing industrial patterns although certain restrictions on types of production and allocation materials have been imposed. Russia does not share in the division of labour and produces the entire range of products.

Each committee has a secretariat of between ten and 20 at a headquarters in the capital of the main country in each particular field – coal (Warsaw), oil and gas (Bucharest), machine industries (Prague), light and foodstuff industries (Prague), non-ferrous metals (Budapest), standardization (Berlin), statistics (Berlin), building (Berlin), transport (Warsaw), foreign trade, iron metallurgy, electric power, nuclear energy, and coordination of scientific research (all Moscow).

The Secretariat, drawn from member states, has its headquarters in Moscow. It prepares material for the council and executive committee, carries out research, compiles statistics and reports. It also supervises the activities of committee secretariats. It has a Secretary General elected by the council, and three Deputy Secretaries General.


The Bureau of the Executive Committee for Economic Plans was recently created to deal with joint planning. Each member state attaches to it the deputy head of its national organ for central planning.

The Development Bank and the *Permanent Commission of Finance and Currency* were instituted at the last session of the Council in Bucharest. The Finance Commission will be concerned with multilateral clearing.

Operation

Supposedly set up to counter the Marshall Plan, the organization – together
(Continued on page 84)

IMCO and its work

 THERE CAN BE FEW international organizations which have not at some time or another gone through periods when obstructionism, apathy or internal strife hindered their work and sometimes even jeopardized their very existence. This is certainly true of the United Nations and some of its offspring. And no wicked fairy could have improved on the inauspicious beginnings of the Inter-governmental Maritime Consultative Organization (IMCO), the twelfth of the United Nations specialized agencies.

After the end of the Second World War the idea grew among the maritime nations of the world of forming a permanent international organization which would permit governments to consult with each other and exchange information on maritime problems and which would promote the interests of international shipping in general. Eventually the Economic and Social Council of the United Nations invited interested governments to send representatives to an inter-governmental Maritime Conference in Geneva from 19 February to 6 March, 1948. This Conference, attended by 36 governments including all the major maritime nations, approved a draft Convention for the formation of the Inter-governmental Maritime Consultative Organization. Under its provisions IMCO would come into being when twenty-one states, including seven states

each with a total tonnage of 1,000,000 Grt., ratified the Convention.

Then the trouble began. After the first flush of enthusiasm ratifications tailed off, and some governments, notably the Scandinavians, began to have second thoughts about IMCO's functions as laid down in the Convention. The cause of the trouble lay in Part I, Article I, Purposes of the Organization. There was no dispute over the technical functions of the Organization — encouragement of high standards in maritime safety and efficiency, and the exchange of information. The objections concerned two clauses which seemed to give the Organization power to interfere in spheres which governments and ship-owners respectively regarded as theirs exclusively — discrimination and restrictions against ships of other nations and unfair restrictive practices by shipping



A general view of the first IMCO Assembly, which met in London in January 1959 to inaugurate the Organization (UN photo)



Mr. Ove Nielsen, First Secretary General of IMCO. IMCO became the twelfth specialized agency of the United Nations and was the first organization of its kind in the field of maritime transport (UN photo)

concerns. There was an unsuccessful attempt to have the Convention altered to limit its functions to technical matters, but finally, ten years after the Convention had first been agreed, sufficient ratifications were registered to bring it into force.

Throughout this time the ITF and its Seafarers' Section had been exercising all the pressure it could muster to get the IMCO Convention ratified. Congress resolutions along these lines were adopted in 1952, 1954, and 1956. The ITF had naturally hoped that IMCO would become an organization capable of tackling those abuses in international shipping which led to the exploitation of seafarers and the existence of substandard and dangerous working conditions at sea. Now, although the IMCO Convention has been accepted by fifty-five nations, and although IMCO itself has done a great deal of extremely useful work in the technical fields, particularly with regard to safety matters, during the five years of its existence,

(Continued from page 82)

with Soviet war reparations and joint stock companies — was used during the Stalin period exclusively for assisting in the immediate reconstruction of Russia. Greater emphasis is now placed on the advantages of a 'socialist division of labour' and less on the all-round development of each state.

other essential aims have not been actively pursued. A booklet entitled 'IMCO — What it is . . . What it does . . . How it works . . .' admits this: 'Another purpose, laid down by the IMCO Convention but at present not included in the list of IMCO activities, is to discourage discriminatory, unfair and restrictive practices affecting ships in international trade, so as to promote the freest possible availability of shipping services to meet the needs of the world for overseas transport.' It is a great pity that the national interests of governments and shipowners have not permitted IMCO to discuss and act on these questions.

A further source of disappointment to the ITF, and to all those concerned in the campaign against flag-of-convenience shipping, is the composition of the Maritime Safety Committee, one of IMCO's three statutory bodies (the others are the Assembly and the Council). Disagreement arose at the first IMCO Assembly in 1959 over the interpretation of the phrase 'largest shipowning nations', eight of which, according to the Convention, should be represented among the fourteen members of the Maritime Safety Committee. In his address to the inaugural session of IMCO, Brother Omer Becu, then ITF General Secretary, referred to countries which, 'whilst having on paper large amounts of shipping registered under their flags, cannot be regarded, in our opinion, as maritime nations in the accepted sense of the term or in accordance with the idea of the genuine link, laid down in one of the conventions adopted at (the) Law of the Sea Conference (1958). It would be regrettable, we think, if on the grounds of the fugitive tonnages which such flags claim to represent, such countries played an undue role in the governing bodies of IMCO.'

The question of defining 'the largest shipowning nations' was referred to the International Court of Justice, which gave an advisory opinion to the effect that the amount of tonnage registered should determine a nation's shipowning 'size'. This meant that along with the genuine maritime nations, Liberia gained election to a seat on the Maritime Safety Committee.

The first IMCO Assembly elected its governing bodies and appointed its first Secretary-General, Mr. Ove Nielsen, formerly head of the shipping department of the Danish government. Now

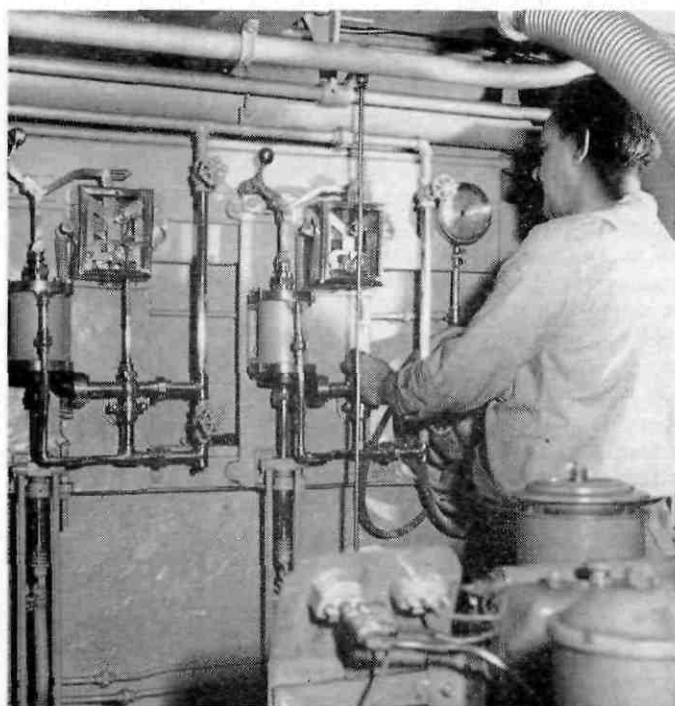
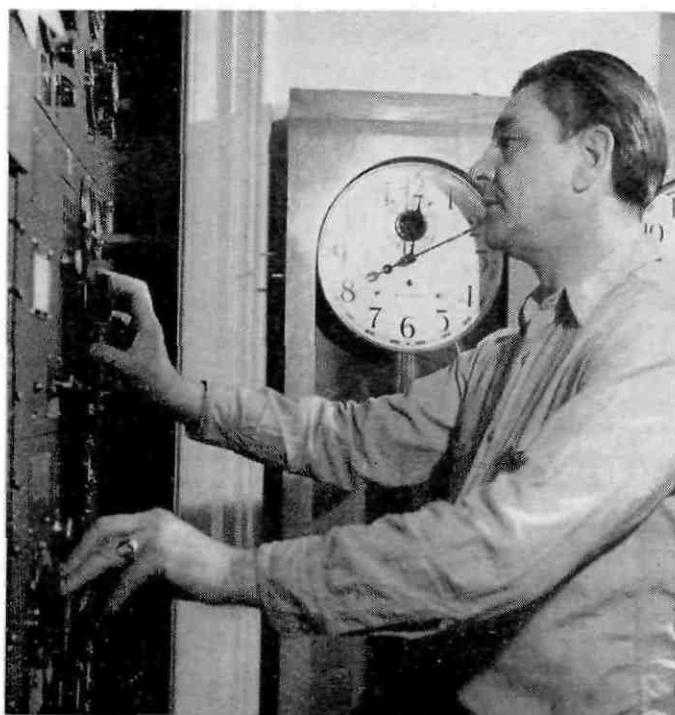
that it had been officially inaugurated and had elected its governing bodies, IMCO was able to take over the duties which the 1948 conference intended it to perform. In the sphere of safety at sea IMCO's responsibilities included administering the Convention on the Safety of Life at Sea, and the associated International Regulations for Preventing Collisions at Sea. These were discussed in the light of advances in navigation equipment and brought up to date by the Conference on the Safety of Life at Sea in 1960, and the revised Convention is now collecting ratifications. Arising out of the Safety of Life at Sea Convention is the question of the Carriage of Dangerous Goods. IMCO has set up a group of experts who are devising an International Code on this subject. A new feature of the 1960 Convention was the establishment of provisions and recommendations applicable to nuclear ships.

IMCO has also assumed responsibility for the International Code of Signals, and a sub-committee of the Maritime Safety Committee is now engaged in revising this code. On this work, and the question of coordinating air/sea rescue operations, IMCO is working very closely with other international agencies: the International Civil Aviation Organisation, the International Telecommunication Union, the World Meteorological Organization, and the World Health Organization. IMCO also has an association agreement with the International Atomic Energy Association for the purpose of collaboration on problems of nuclear shipping, the liability of nuclear shipowners (raised at the Diplomatic Law of the Sea Conference), the disposal of radioactive waste, and the transport of dangerous goods.

IMCO also has close relations with the ILO on a number of matters; the ILO's Joint Maritime Commission considered a report prepared by IMCO, following the 1960 Safety Conference, on the Training of Masters, Officers and Seamen in the Use of Aids to Navigation and Other Devices. This report was based on answers received from twenty-six countries to a questionnaire sent out to all IMCO member governments, showing what action they had taken to train seafarers in the use of navigation aids, and serves as a guide for governments which might feel a need for developing and improving their training facilities.

In its work with the World Health Organization, IMCO has considered such questions as the provision of medical

Safety at sea is one of IMCO's main concerns. These pictures show the various aspects of lighthouse warnings to shipping: a) Stratford Shoals lighthouse; b) radio transmitter at the lighthouse; c) helmsman guided by light signals relayed to him by a look-out; d) operating the lighthouse foghorn. IMCO cooperates with ICAO in air/sea rescue procedure (UN photos)



advice to ships at sea, particularly in connexion with the International Code of Signals mentioned above, and the dangers of consumption of sea water by shipwrecked mariners.

At an international conference held in London during 1954, an International Convention for the Prevention of Pollution of the Sea by Oil was drawn up, which came into force in July 1958. IMCO took over administration of this convention from the United Kingdom government, and also took over from the United Nations the responsibility for the collection, analysis and dissemination of information about the problem of oil pollution in various countries, and the steps being taken to prevent it. Oil pollution of the sea has resulted in the destruction and injury of sea birds, damage to inshore fisheries and the spoiling of beaches and the amenities of coastal resorts generally, and it also creates a fire risk in harbours. A Conference on this subject was held in the spring of 1962, at which a large number of governments were represented, and agreement was reached on amendments to several provisions of the 1954 Convention. A new Convention is open for acceptance; meanwhile, nineteen governments have so far ratified the 1954 Convention. IMCO is collaborating in this with the Food and Agriculture Organization and the World Health Organization, both of which are deeply concerned with the dangers of oil pollution of the seas.

Another technical problem which is currently before IMCO is that of unifying the various systems for the tonnage measurement of ships which are used for many purposes, including taxation, for levying dues and charges in harbours and international waterways, in connexion with ships' safety requirements, and for statistical purposes generally. The aim is to evolve a standard system for such measurement which will be universally accepted. There are many divergencies among rules now used in different countries for measuring the gross and net tonnage of merchant ships, and this means that most ocean-going ships need several different tonnage certificates for different purposes. A sub-committee of the Maritime Safety Committee has considered this problem and has adopted a list of basic features which a satisfactory universal system should embrace. A working group is carrying out further study.

A resolution by the Economic and Social Council of the United Nations on

the Facilitation of Travel and Transport has led IMCO to undertake a study of ships' papers required by governments with the intention of having these simplified. A committee of experts has been established to look into this most practical task, including representatives of interested bodies such as the UN, the World Health Organization (quarantine documents, etc.), the International Civil Aviation Organization, and the Customs Cooperation Council.

IMCO is not at present directly involved in the provision of technical assistance in maritime matters to underdeveloped countries. However, the Organization maintains close contact with the United Nations, so that where technical assistance is being provided by the UN in the maritime sphere, the views of IMCO are made available.

Despite its unpropitious beginnings, IMCO's work programme is developing rapidly. It has organized a number of major conferences on international shipping problems, and has afforded consultative status to a number of non-governmental bodies interested in its discussions, including the ICFTU/ITF. However, IMCO's rate of progress is determined by the degree of interest and agreement which can be achieved by member governments. It is up to us in the ITF, who feel that IMCO's activities should be extended to cover subjects

outside the purely technical field, to press governments to agree to discuss these wider problems of international shipping within IMCO, and to allow the Organization to play a positive role in the solution of such problems.

(Continued from page 96)

Needless to say, this step was not prompted by any desire to further the interest of railway labour. The employers see in the National Railway Labor Conference – a misleading title since it suggests the participation of the labour movement – the instrument with which to force through their plans for severely cutting back employment in the industry. The NRLC is to have permanent headquarters in Chicago and a head office staff of economists and research and technical experts. Its activities will not, however, be confined to negotiations with the railway unions on railwaymen's conditions of employment. The NRLC will also act as agent for propaganda and lobbying campaigns on behalf of the employers, and will be financed by contributions from member companies according to their ability to pay.

The railway unions, however, are unlikely to be dismayed by this development, since the Railway Labor Executives' Association has for many years provided this kind of service


M. Jean Rouillier (front row left), present Secretary General of IMCO, seen here as a French delegate at the meeting of the IMCO Preparatory Committee in New York in June 1958. This meeting prepared the way for IMCO's first assembly (UN photo)



Communist influence in the Australian trade union movement



Sydney and its harbour by night. Communist influence in the Australian trade union movement has been particularly strong in the transport industry — railway, road transport, dock and seafarers' trade union are all communist infiltrated to a greater or lesser extent

 IN THE EARLY DAYS OF THE 19TH CENTURY, the emergence of an embryo labour movement in Britain was countered by strong measures of suppression by the ruling classes. One of the most widely used means of suppression was 'transportation', (i.e. shipment in exile to Australia). Many persons connected with the Grand National Consolidated Trade Union and the Chartist Movement in England, also fugitives from charges of sedition in Scotland, and Irish rebels were among the early Australian settlers.

These early days of colonization were in the age of the Rights of Man, the Communist Manifesto, the development in Britain of a vast movement of resistance against the traditional powers of the employing classes, and were encouraged by the democratic revolutions in America and France. The struggles that marked this upsurge of democratic feeling had important implications for Australians, helping to build up the radical element in the population.

The political orientation of the Australian people was influenced also by the hard facts of Australian economic possibilities. Due to the poverty of natural resources that made small holdings uneconomic, Australia became the 'land of equality'; where the frugal gifts of nature were at least to be shared.

Australia's retarded population growth due to its great distance from Europe and its limited resources did not favour the development of small, independent business. The method of colonization and

the small population favoured government enterprise and control and the large corporation. These factors produced a small proportion of self-employed people, and great class consciousness. In an economic environment hostile to individualism and a social environment freed from the restraining forces of tradition and prestige, tendencies flourished early in Australia that developed much later in Britain and America.

The substantial proportion of the Australian settlers who espoused radical doctrines also assisted the development of a political labour movement in Australia. Government sponsored immigration, as well as forced 'transportation', encouraged the people to look to the government to develop the country and to solve its social and economic problems. Australian labour, therefore, was confronted with a combination of problems, industrial and political, that widened the focus of its policies; and, with no political opponents rooted unshakably in the

tradition of the country, there was little to hold them back from politics.

The organised labour movement was first influenced by non-revolutionary socialism which relied on the gradual transformation of the social order by constitutional means and which realized the need to water down the socialist doctrine to court the non-socialist voters necessary to achieve and hold political power.

Revolutionary Socialism, first from the Industrial Workers of the World and later from the Communist Party, had a much greater impact on the organization of the Australian labour movement than on its doctrines. The great body of workers consistently rejected revolutionary ideologies, but many unionists have been prepared to support revolutionary leaders because they advocated a militant day-by-day industrial policy for the union. The strength of the Communists in the Australian labour movement has never been their doctrines, but their organizing skill, their ruthlessness, and the appeal of the immediate practical gains they have won for the rank and file of the unions.

One of the important forces working actively within the labour movement against Communism is Roman Catholicism. Although Australia is predominantly protestant, and there is no clear-out geographical division between Catholic and Non-Catholic sections of the population, Roman Catholics comprise about 25% of the population and have always been particularly influential in the labour movement.

But the reluctance of Australian labour to embrace communism goes deeper than the power of Catholicism. Australia has been called 'the land without a middle class', and it is true that the absence of a large section of small property holders favoured the growth of the labour movement. At the same time, it has made the labour movement an amorphous mass, including within its ranks many people who, while prepared to support further government intervention in favour of their own interests, are not sufficiently 'underprivileged' to entertain ideas of radically transforming society.

Perhaps the absence of wide differences in income (the Australian economy has been said to be one of the most egalitarian in the world) and privilege is the heart of the matter. Although the horizon of economic opportunity in Australia was narrow enough to develop class consciousness, the very success of

the labour politicians have blunted the edge of its ideology. Its democratic, nationalistic fervour in the 19th century captured the imagination of the Australian people, but with its first aims achieved it has sought uncertainly for a social ideal that could accommodate and appeal to the diverse elements it endeavours to unify.

The political arm of the Australian labour movement is the Australian Labour Party (ALP), founded in 1890 to regain for labour, through political action, the power lost in the economic arena to the employer associations. Its success was rapid and ALP governments were in power in 1915-16, 1929-31, and 1941-49.

Almost all the major Australian trade unions are affiliated with the ALP, as are the State Trade and Labour Councils. Most of its membership and funds, as well as its direction, come from the trade unions. Its present policies stress the goals of specialization of the Australian economy and a neutralist foreign policy. There are several factions represented within the ALP and a continual fight exists over the extent of cooperation with the Communists on both domestic and international questions. This division led to a split in 1955 over the question of the party's dissociating itself from right-wing 'Industrial Groups'. The Democratic Labour Party was established by a group of right-wing dissidents, as the political voice of the militant anti-Communists in the labour movement. (The exception is New South Wales, where the majority of the right-wing group did not join the Democratic Labour Party).

The ALP is divided into state-wide branches which serve the same function on the state level that the ALP serves nationally. Labour has been very successful in the state legislatures, especially in New South Wales which has had a Labour government since 1941, and in Queensland where the ALP ruled almost continuously from 1915 to 1957, when the effect of the split put the opposition

into power. Each state branch has its own executive and generally has rather great autonomy, but the Federal Executive has stepped into state affairs (as in 1955 when the Victoria and New South Wales executives were dissolved and new elections were supervised by the Federal Executive).

The Australian Council of Trade Unions (ACTU) was formed in 1927 as a loose confederation of Australian trade unions. It serves as the national agency for the framing of policies and the taking of decisions on the federal level in reference to Australian labour and is the medium for the propagation and effectuation in a unified fashion of those policies and decisions.

The ACTU consists of affiliated unions and State Labour Councils. The State Labour Council in each state is the state branch of the ACTU which has the right to appoint one representative to act on the executives of the State Councils.

The objectives of the ACTU are the socialization of industry and the utilization of the resources of Australia for the benefit of the people - ensuring full employment, with rising standards of living for all. The methods to be adopted are: the closer organization of the workers by the transformation of the trade union movement from the craft to an industrial basis, by grouping of unions in their respective industries and by the establishment of one union in each industry; the consolidation of the labour movement with the object of unified control, administration and action; the centralized control of industrial disputes; educational propaganda among unions; and political action to secure satisfactory working class legislation.

All major Australian trade unions, except the Australian Workers' Union, are affiliated to the ACTU. On the state level, the state branches of the unions are affiliated to the State Trades and Labour Council, and perhaps to a state-wide federation of unions in the same industry or in related industries.

Australian Trade Union Organisation

	Inter-union Organization	Intra-union Organization
Federal	ACTU	Federal Council
State	Trade or Labour Council	State Branch Industry Congress
Plant	Shop Steward's Committee	Shop Steward Rank & File Membership

At the plant level there is the plant branch represented by a Shop Steward and, where there is more than one union at a plant (which is common), usually a Shop Stewards' committee to negotiate plant agreement and handle grievances.

Within the ACTU, policy is established by the Congress which meets biennially. The Congress elects a President, two Vice-Presidents and a Secretary who with one representative from each of the five principal industries — Building, Food & Distribution, Metal, Services, and Transport comprise the Federal Executive. The Executive meets quarterly to review reports from the State Councils and to carry out policies established by the Congress.

The ACTU acts to coordinate supporting action for its affiliates engaged in strikes or boycott action against an employer. Its most important service for its affiliates is the preparation of major cases for the Commonwealth Arbitration Court. The arbitration system has encouraged the coordination of these pre-

sentations as the Commonwealth Court has become the highest tribunal before which issues such as the standard working week and the basic wage for unskilled workers are argued on a nationwide basis.

The principal unions affiliated to the ACTU total about a million members, and many have a nation-wide federal structure. These federated unions are headed by a federal executive which directs the union's affairs under policies established by their respective congresses. They are divided into state-wide branches where the Secretary is usually the executive officer and often the only full time officer. The branches are affiliated to the State Labour Councils for the purposes of handling local disputes and for taking part in local bargaining. The branches are given wide autonomy in local matters but must conform to union policy on federal issues.

Victoria Docks, Melbourne. This article describes how, although the great mass of the Australian working class have rejected communism, a large sector of the trade union movement — covering some essential industries — has come under communist domination

Member participation in branch affairs is very low and has made easy the Communist's use of fraud and forgery to win union elections. Communist excesses led to the passage of legislation permitting a court review of trade union elections and providing for court supervision of elections if requested by a specified small number of members.

The problem of Communist influence in the Australian labour movement, specifically in the ACTU and its affiliated unions, has ebbed and flowed. As early as 1922, the Communist International was claiming Communist control of the state and national bodies then in existence. From 1943 to 1945, the Communists dominated the major trade unions, most of the State Councils, and had a majority of eighty on the floor of the 1945 ACTU Congress.

In the post-war years, a Communist decline set in as the Communists flaunted



their dominance of the trade union movement and as investigations disclosed Communist ballot-rigging in union elections. In 1949 the Communist-led Coal Miners' Federation strike precipitated a national economic crisis and forced the then Labour government to take strong action against the union and its leaders. This action was approved by the ACTU and the ALP.

Also in the post-war area, so-called 'Industrial Groups', under the direction of the ALP right wing and strongly backed by Catholic Groups, were formed within the trade unions which had fallen under Communist domination. The 'Industrial Groups' pressed for legislation to assist them in breaking the stranglehold of the Communists. The Federal Labour Advisory Board, consisting of representatives of ACTU, the Parliament recommended that legislation be enacted to ensure that proved malpractice or irregularities in union elections be corrected.

This legislation was passed by the Labour government in 1949 and amended by the Conservative government in 1951. With this legislation, and intensive propaganda and organizational campaigns directed at the union memberships, the 'Industrial Groups' were able to break the hold of the Communists on a number of key unions.

However, these tactics led to charges of outside interference in the affairs of trade unions and in 1955 the ALP withdrew its support from the 'Industrial Groups' as being under the control of a right-wing element which threatened to undermine the ALP's traditional socialist objectives. The ensuing split in the ALP has resulted in the fall of the Labour government in the state of Victoria and in the failure of the ALP in elections since 1955.


Since 1955 the Communists have regained a substantial part of their influence and have concentrated their strength in unions covering industries having strategic economic importance. Thus a strike, in these industries is capable of affecting national economic policy. Federally, the Communists control unions covering the seamen, the dockers, railway workers, a large number of heavy industry and metal trades workers, many building industry workers, and the coal miners. They also control some unions on the state level.

Within the ACTU, dissension between

communist and anti-communist bastions have caused considerable confusion, but continued affiliation to the ICFTU has been won despite energetic opposition. Campaigns within the trade unions designed to achieve the success of non-communist candidates in union elections, and attempts to obtain the active support of the Australian Labour Party for these activities have again provoked objections from people who consider this to be out-

side interference in union affairs. The struggle for the anti-communists will be a hard and frustrating one. The election of a non-communist, Charles Fitzgibbon, to succeed the late communist General Secretary of the Waterside Workers' Federation appears to have made little or no difference to the direction of the union's sympathies. There are no easy victories against such determined and efficient opponents.

Manning scales

 THE MARINERS' BUREAU of the Japanese Ministry of Transport has published figures of manning scales for Japanese and foreign cargo vessels. Those for foreign vessels are on the basis of the survey for the vessels which entered Yokohama during August last year, while those of Japanese vessels

show the number of members according to the Mariners' statistics at the beginning of April, 1962. For 10 large Japanese cargo vessels now under construction, the averages are 13.4 officers and 26.1 ratings, making a total of 39.5. The following table shows the average number of officers and ratings on ships of various flags against the average gross tonnage:

	Average tons gross	Officers	Ratings	Crew
American	7,797	14.26	31.88	46.14
Norwegian	9,662	10.83	29.17	40.00
West German	8,135	15.75	33.00	48.75
Greek	9,038	10.00	21.67	31.67
Liberian	8,501	10.34	24.00	34.34
Dutch *)	8,799	15.00	34.00	49.00
British	8,456	17.50	41.00	58.50
Japanese	8,700	14.37	32.10	46.47

*) Vessels with all-European crews only are included

(Continued from page 95)

tations is out under Canadian labour laws.

The rest of the unionists who, while having union agreements, see their standards slipping further and further behind the standards of employees with maximum bargaining are, of course, even more frustrated and bitter. Here, our laws do not even permit common bargaining between one union and one employer whose operations straddle provincial boundaries.

As for the great mass of Canadian employees who either cannot by law or cannot in practice, due to the inadequacy of our laws, ever practice collective bargaining, there is no relief whatsoever. From time to time there are strikes of sheer frustration, such as the Woodworkers' battle in Newfoundland or the immigrant construction workers' strike in Toronto.

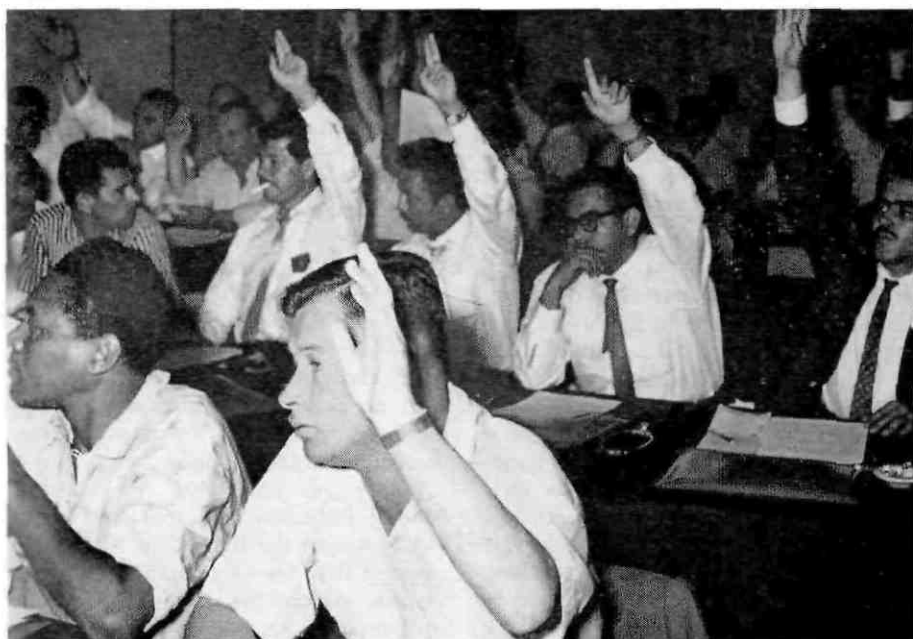
Surely the time has come for Canadian employers, as well as unions, to face up to the facts.

Instead of jammering about strikes, which no employee wants, let's look at collective bargaining laws. Let's do what some of the older and wiser lands who still practice democracy have done. Let's adopt the idea of union-management self-rule on area and industry-wide levels, let's permit discussion and negotiation of prices and profits as well as wages, hours and working conditions only. Let's extend the process to the thousands who cannot practice it now.

In short, let's have a real partnership of management and labour in co-operation with some sort of a national plan for the continuous development of Canadian industry and trade instead of penny lectures substituting pious nonsense for reality.


A double issue of the International Transport Workers' Journal (English edition) will be published for the months of July/August 1963

News from the Regions



A photograph taken at the Second Latin American Transport Workers' Conference held on ITF initiative in Lima, Peru, 1961. The ITS's have made a considerable contribution to the post war development of democratic trade unionism in Latin America. Their efforts and those of the ICFTU and the AFL-CIO through the Inter-American Regional Organisation of workers (ORIT) have done much towards converting Latin American unions to a voluntaristic rather than a revolutionary philosophy of the trade union movement

The labour movement in Latin America

 LATIN AMERICA is a continent of economic and social extremes. In every country there is a tiny but powerful élite of very wealthy families. There is also a relatively small but growing middle class which, though not rich, escapes the extreme poverty prevalent everywhere. The great majority of Latin Americans live in appalling conditions. Malnutrition, bad housing, disease, illiteracy and unemployment are everyday features of the social scene in most Latin American countries.

Unemployment all over the continent is increasing along with the fast growth of population. Figures are not readily obtainable, but what statistics do not reveal the observer can easily see for himself. Apart from technological changes, which are giving rise to unemployment here, as everywhere else in the world, other factors contributing to the sorry pictures of workless masses are the lack of educational provisions and the nature of Latin American economies. Young people, who in more advanced countries would be attending school, are on the

streets looking for jobs in Latin American countries, and their numbers are fast increasing.

Lack of diversification in the economies of many states results in heavy seasonal unemployment. These nations tend to depend for their livelihoods on the production or extraction of two or three primary commodities – or sometimes only one. In 1958 petroleum and iron are accounted for 95 per cent of Venezuela's exports and sugar alone for 83 per cent of Cuba's. In the United States, on the other hand, no single com-

modity accounts for more than 5 per cent of total exports. The lack of balance in Latin American economies is unhealthy for the peoples who depend on them.

The evolution of the trade union movement in Latin America is still in its early stages. The violent struggles which accompanied the first tentatives at establishing trade unions all over the world have been prolonged in Latin America and are still going on. Here bloodshed has accompanied the growth of trade

The great majority of Latin Americans live in appalling conditions. Malnutrition, bad housing, disease, illiteracy and unemployment are everyday features of the social scene in most Latin American countries. People in those areas where abject poverty abounds reach old age in their thirties or forties, like this barefooted, ill-clothed woman, life has left by the wayside



unionism on an almost unbelievable scale. The late development of the Latin American movement may be attributed to several causes. The chief of these has been the relationship of governments to unions: brutal repression on the part of the military dictatorships and on the part of attempts by the liberal régimes, to convert the unions into arms of the government, both resulted in the stifling of true democratic trade unionism. Other causes are the late appearance and slow development of industrialisation, un-diversified economies, feudal traditions, paternalistic employers and, above all, the poverty and ignorance of the workers.

A large variety of influences have contributed to the development of the Latin American labour movement. Anarchism, syndicalism and socialism were the ideological influences to guide the beginnings of the movement. Communism entered into the field at the time of the Russian Revolution, largely promoted by the work of international agents. By 1938 the Latin American Confederation of Workers (CTAL) had been formed which subsequently fell under communist domination and after the second world war became the Latin American regional organisation of WFTU. Communist influence in the continent's labour movement afterwards waned, and United States unions became increasingly active in aiding their Latin American counterparts. Independent unions grew up and the AFL-CIO together with the ICFTU set up the Inter-American Regional Organisation (ORIT). The ITSS have also made considerable contributions throughout this post war period. Communist influence has increased somewhat in recent years, mainly through the sympathy felt by some Latin Americans for the Cuban revolutionaries, but the efforts of the ITSS, the ICFTU and the United States unions have been effective in converting trade unions on the continent to a voluntaristic philosophy of the labour movement.

The structural organisation of Latin American unions is based on the local union, or 'sindicato', usually composed of workers in a single establishment. The local union is in turn affiliated with others in a regional federation, the latter forming part of the national confederation of labour. Some local unions are also affiliated to their appropriate national industrial federation, when there is one, the latter being likewise affiliated in the national confederation of labour.


Union affairs are handled in each or-

ganisation by a council of elected officials, including advisors in all field of its activities. In spite of the large leadership complement in most unions and the practice of delegating responsibilities, technical services offered to members are limited. This is partly because most officials work regularly at their trades, although more unions are employing full time officials. Union leaders are often employed in various government posts, or function politically. Latin American labour leaders tend to direct their activities towards legislative work as the most immediate means of achieving improvements. Since all power is ultimately invested in the central government in these countries, it is logical that labour leaders should place themselves as middlemen between the workers they represent and the power from which labour is finally to derive its benefits.

Power is important in the labour movement as elsewhere in Latin America. The history of the continent is coloured with a tradition of revolt and violent upheavals. Police action against labour organisations has by no means disappeared. Communism attempts to keep the movement in constant confusion. The labour leader who wishes to survive and do any good in this atmosphere must be aggressive himself and be capable of a certain ruthlessness.


The above article was based on facts obtained from a short but informative work entitled 'Unionism in Latin America' by Miles E. Galvin and published by the New York State School of Industrial and Labour Relations at Cornell University, USA. We strongly recommend Mr. Galvin's study to readers interested in the development and background of the Latin American labour movement. Set down in concise and readable form it is an astute observation and presents a good overall picture of the contemporary trade union situation in the area.

Intimidation of workers by South African police

 THE FOOD AND CANNING WORKERS of South Africa have been the object of police intimidation. The police have disrupted their meetings, arrested their leaders, encouraged the antagonism of their employers and threatened their union. The Food and Canning Workers' Union, which represents 8,000 of these workers and is the main target of the police activities, had lodged a formal complaint with the ILO, which will be

considered at the Organisation's spring conference.


Trade unions in Africa

 BROTHER CLEMENT LUBEMBE, Deputy General Secretary of the Kenya Federation of Labour (KFL), recently stressed the need for African workers uniting 'with other workers in other democratic countries of the world', in the belief that by so doing, the African Personality would not be isolated but 'projected to participate and take decisions with others in all matters affecting the world'. This, he asserted, makes it necessary 'for the AFRO to function in Africa as the Regional Organization of the International Confederation of Free Trade Unions'.

Turning to the question of African Unity, Brother Lubembe, felt that the trade unions could play an important part in getting the politicians of both the Monrovia and Casablanca Powers united 'only if the trade unions are not used as political stooges, as that will mean the betrayal of the cause of free, democratic trade unionism'.


Before he concluded his address, Brother Lubembe also spoke at length on the role of the ICFTU in Africa. He declared that 'the Organization's attitude towards Africa has been based on a positive stand for self-government, self-determination and national freedom. It has also provided a sustained and unequivocal support to Africa's struggle against the force of colonialism'. Here, he cited the case of ICFTU's tremendous assistance to the Tunisian and Moroccan trade unions in their fight for national independence and sovereignty; the struggle for the recognition of the right to self-determination of the Algerian people; support for the opposition of Africans to the imposition of the Federation of Rhodesia and Nyasaland, and the right of secession from this federation; its stand against apartheid policy of the South African Government and so on. Finally, he stressed that the ICFTU 'will stand to fight against totalitarianism and any form of dictatorship against workers the world over.'

Air traffic controllers in Japan poorly paid

 THE JAPANESE MINISTRY OF TRANSPORTATION has reported that air traffic controllers are leaving jobs for employment with commercial airlines. The reason they are doing so

(Continued on page 94)

The Canadian collective bargaining scene

 FROM THE EMPLOYEE'S POINT OF VIEW, the "strike weapon" has been outmoded ever since the first strike took place. The last person in the world who needs convincing that a strike is a costly, risky, agonizing, non-glamorous state of affairs which should be avoided if at all possible is any employee who has ever been on strike. And the second to last person who needs convincing that a strike is a costly, risky, agonizing, non-glamorous state of affairs which should be avoided if at all possible is the Secretary-Treasurer of any union whose members are on strike and who must watch the members' collective savings to steadily down the drain of strike welfare and expenses.

The truth is many Canadians do not have the right to bargain by law, many more cannot bargain effectively due to the legal barriers in the way of proper bargaining and that government machinery to protect employees where there is no bargaining simply doesn't work

very well if it can be said to work at all.

What about the "legal right" to bargain collectively? If you are an agricultural worker, you're out. If you are a federal government employee, you're out. If you are a provincial government employee, except in Saskatchewan, you

A CPR driver takes a look outside his cab. He has a union which can be relied on to fight to secure the best possible conditions for him. But all is not well on the Canadian collective bargaining front according to the author of an article which appeared in 'Canadian Transport', organ of the CBRT & GW (Photo: Canadian Pacific Railway)



The following is excerpted from an article entitled "Are Strikes Outmoded?" by Murray Cotterill, Director of Public Relations, USWA which appeared in "Canadian Transport", the official organ of the ITF-affiliated Canadian Brotherhood of Railway Transport and General Workers

are out. If you are an employee of a municipal government which does not wish to come under the provisions of the Act, you're out. If a Labour Board agreed with your employer that you are a "managerial" or "confidential" employee — and most Labour Boards are very agreeable at this point — you're out.

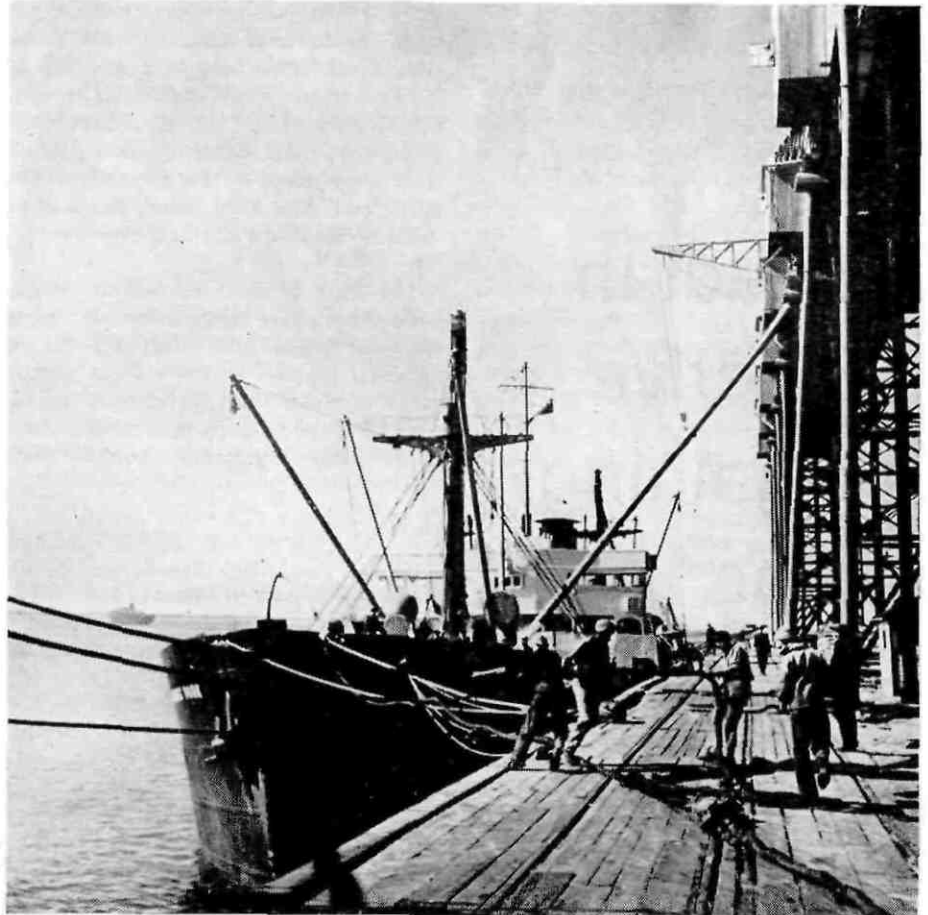
Having in one swoop shoved a large proportion of Canada's wage and salary earning citizens into a second-class legal status, what about the rest?

Assuming that our Canadian wage or salary earner is not fired for the sole reason that he is trying to get his fellow workers to join with him in forming a union — any employer who can't find some other reason that will hold water is pretty sloppy — and assuming that the union is formed, the employees must now get their union certified. This means applying to a Labour Board, having inspectors check the names of those who want to bargain collectively against the payroll, getting by all the legal objections and road blocks some member of the lawyers' union can dredge up to stop other people from having a fair break in life and possibly taking part in a government vote, before you can even legally sit down to bargain with your employer.

The real problem in Canada is that, in contrast with older and wiser lands which have developed collective bargaining into a safe, sane system which keeps production and buying power more or less balanced within the country, provides an incentive for more and more co-operation between employees and management in developing production, reduces strike-producing situations to a minimum, our Canadian collective bargaining techniques and labour laws accomplish none of these ends. We have not kept production and buying power balanced within our Canadian economy. We do not have maximum employee-management co-operation in developing Canadian productivity. And, instead of eliminating situations which could pro-

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is that the pay of an air traffic controller in Japan is very poor, and by no means corresponds with the heavy, even nervewracking responsibilities they have to shoulder. The starting wage for a Japanese air traffic controller is Yen 11,400 or just over £11, whereas that of his American counterpart is around \$435, or about £150.



Loading wheat at Churchill, Manitoba. 'For the majority of Canadian wage earners there is no collective bargaining and can be no collective bargaining' states Murray Cotterill, Director of Public Relations, United Steel Workers, in the accompanying article

duce strikes, we simply keep on telling employees that if they dare to voluntarily go without their pay to try and secure justice from their employer, they may lose their jobs and be prosecuted as well.

In industrial society, the majority of breadwinners depend upon wages and salaries paid them by some employer. There are only three known ways of determining those wages, hours and working conditions.

The oldest, simplest and still far-too-prevalent method is to leave it all up to the boss. The employer pays the wage or salary the employer decides, the employer works the employees as many or as few hours as the employer decides, the employer hires and fires whom he wants whenever he wants. In practice this means a poor country where the employees can never afford to buy back what they have produced, were people are overworking or unemployed for long periods of time. The only employee who has an even break is one whose skill or profession is in such short supply on

the labour market that he can get the employers competing for his services.

Needless to say, there are no strikes under this system — just revolutions.

The second method of determining wages, hours and working conditions is standard practice in totalitarian states. The government decides and both employers and employees do what they are told, subject only to risky corruption of government enforcement officials. The production-consumption equation is kept in balance on paper by means of forced labour and a large army and police force paid for by a tax on all production. Since managers always have more influence with the party state than non-managerial employees, a new machine for the plant still takes precedence over a new house for the non-managerial employee when the time comes for cutting up the production pie. On the other hand, since everyone is exploited more or less equally, working people no longer have to be jealous of other working people.

Here again there are no strikes. No revolutions either, for that matter. Just concentration camps and wars with an outside enemy to take off the pressure.

The third method of determining wages, hours and working conditions is by collective bargaining. Theoretically it works on the assumption that management and the employees' union should work out their own division of the production pie in a way which will encourage both of them to turn out more and more pie. This voluntary agreement is motivated by the threat that they will both lose money unless they do agree, the employees losing because of a strike or lockout and the employer losing because of loss of production. The state can enter the picture but is confined as much as possible to the role of referee, record-keeper and impartial aid.

Properly developed and operated the collective bargaining system should keep production and consumption balanced by dividing the production pie equitably, should result in a steady improvement in total production and trade, should make strikes and lockouts unnecessary and permit peaceful political change.

Up until recently, when all the defects began showing up like a sore thumb, Canadian politicians have been assuring employed Canadians that Canadian employees now have the right to bargain collectively by law and are protected by law from employer excesses even if they do not wish to join unions.

The truth is many Canadians do not have the right to bargain by law, many more cannot bargain effectively due to the legal barriers in the way of proper bargaining and that government machinery to protect employees where there is no bargaining simply doesn't work very well if at all.

What about a 'legal right' to bargain collectively? If you are an agricultural worker, you're out. If you are a federal government employee, you're out. If you are a provincial government employee, except in Saskatchewan, you're out. If you are an employee of a municipal government which does not wish to come under the provisions of the Act, you're out. If a Labour Board agreed with your employer that you are 'managerial' or 'confidential' employee – and most Labour Boards are very agreeable at this point – you're out.

Having in one swoop shoved a large proportion of Canada's wage and salary earning citizens into a second-class legal status, what about the rest?

Assuming that our Canadian wage or salary earner is not fired for the sole reason that he is trying to get his fellow workers to join with him in forming a union – any employer who can't find some other reason that will hold water is pretty sloppy – and assuming that the union is formed, the employees must now get their union certified. This means applying to a Labour Board, having inspectors check the names of those who want to bargain collectively against the payroll, getting by all the legal objections and road blocks some member of the lawyer's union can dredge up to stop other people from having a fair break in life and possibly taking part in a government vote, before you can even legally sit down to bargain with your employer.

All this red tape knocks out most people who work in construction projects, short term projects or for many different employers, one after the other. In practice the only way in which workers like this can bargain collectively is when their employer agrees to bargain voluntarily or is forced to bargain collectively as a result of an 'illegal' strike.

We are still left with quite a group of Canadians who can theoretically bargain collectively by law. But how many of them can bargain effectively?

As pointed out above, the collective bargaining process theoretically carries its own built-in system of rewards and punishments. If the employees are not willing to accept terms that the employer thinks are just, he can theoretically lock them out, forcing them to go without wage and salary income while he voluntarily goes without production and sales income until they agree. Or, vice-versa, if the employer will not accept terms the employees think are just, the employees can voluntarily go without income in the hope that, by depriving the employer of production and sales income he agrees.

As things now stand in Canada, only those groups of permanent employees who cannot be easily replaced by other employees recruited from the labour pool can possibly inflict economic loss on their employer. If the employer can easily replace his work force from the ranks of the unemployed or by offering premium pay to professional strikebreakers, he can easily avoid the built-in penalty that the collective bargaining system says he must pay because of his failure to agree with his employees, throwing the entire risk and entire loss on the employees alone.

Several recent strikes clearly reveal this wide-open gap in the collective bargaining process and our labour laws. What is not so clear are the thousands of cases where underpaid and overworked employees cannot even think about joining a union and seeking to improve their lot. They and the union know that, law or no law, effective collective bargaining is denied them in practice. During periods of full employment some relief can be found by younger, low-seniority workers by simply transferring to some new employer with decent standards. But, in time of recession, even this chance vanishes.

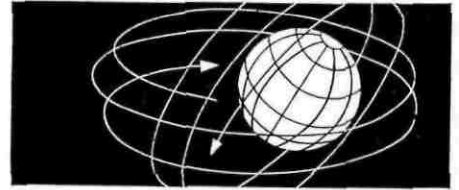
Add them all up and we find that, for the majority of Canadian wage and salary earners, there is no collective bargaining and can be no collective bargaining. By the time we exclude all those who are denied the right openly by law, all those we cannot bargain because of the law's red tape and all those who cannot bargain effectively in practice, we are left with a minority of Canada's wage and salary earners.

The result of this hodge-podge is that no one is satisfied. The collective bargaining process, which other lands have deliberately developed to produce internal economic balance and better production morale, accomplishes nothing but frustration, wrangling and ineffectiveness here in Canada.


Employees who have gained the most because they are employed by enormously profitable concerns who cannot replace them with strikebreakers, are not happy. They know that their position is away ahead of men doing the same work for other companies where the employees do not have equal bargaining power and it worries them. Some, such as the basic steelworkers, have suggested that they would exchange further economic gains for price freezes or price reductions which would help workers in other industries and the general consumer. But this is forbidden territory for union-management negotiations under our antiquated procedures. Similar frustration exists among higher-paid construction tradesmen working for large employers and big payroll contractors. They want to see others enjoying the same standards. They are worried about just when sub-standard conditions in their own municipality finally endanger their own standards. But any suggestion of area-wide nego-

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Round the world of labour



Railway timetables by computer


 THE EASTERN REGION of British Railways has installed an electronic computer to take over the work of timing clerks employed on the production of timetables. The computer, though displacing staff, will be able to eliminate human error from the timetables. It will be used in the production of train timetables and the related working schedules on British Railways Eastern Region lines. Part of its work will be to solve the very complicated problems of the platform operation at Kings Cross main line station in London and to work out crew rostering arrangements and locomotive working schedules. Capable of providing timings for relief and excursion trains, the computer's first finished job of work will ap-

pear in June this year with the publication of British Railways' summer timetables.

Work on the current timetable – planning, preparation and printing – was a lengthy process and had to be started well in advance. The production of one timetable took five timing clerks 2,000 hours, or ten weeks, to complete. Two girls, on the other hand, operating the Eastern Region's new £100,000 computer can finish the job in a matter of two weeks, so that work may be started nearer to the date on which the timetable is to be valid.

No redundancy will occur as a result of the installation of this computer. Half the staff employed on producing timetables have already been promoted to other posts and the rest are to be absorbed in other jobs.


Four weeks' paid annual leave

 AN AGREEMENT recently signed on behalf of workers at the French state-owned Renault car works, which provides four weeks' paid annual leave, has caused quite a stir. The agreement could have wide repercussions outside the automobile industry, for although quite a large number of French workers are already nominally entitled to four weeks' holiday, it is seen as a major step along the road to an appreciable cut in overall working time. Other methods, of course, are cutting the working week or shortening working life between school leaving age and pension age.

However, even if the four-week annual leave were applied generally throughout France, it would still not make up for the gap between the average hours still worked (forty-six a week) and the statutory 40 hour week.

This development is part of a worldwide trend brought about not merely by automation and rising productivity but by the necessity to relieve workers from the increasing strain of spending long periods away from home travelling to and from work, and the general increased tempo of industrial life. A further question arises – can the workers afford to enjoy the extra leisure time they have won?

US railway companies band together

 ON 1 JANUARY THIS YEAR the National Railway Labor Conference came into being. This is a body bringing together all the major railway companies for the purpose of conducting negotiations with the railway unions. Up to now, the railway companies have been represented by three regional committees; the degree of bargaining power which the US railway unions have been able to achieve through uniting in the Railway Labor Executives' Association has moved the employers' side to form a similar body.

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Electronic computing techniques are being used for the first time on British Railways for the production of timetables. The computer, a Ferranti Pegasus 2, has been installed in the front room of a British Railways building on one of London's main streets, in order to give a maximum display of the equipment to the passing public. The first time table for the Eastern Region to be produced by the computer will be on sale in June



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
- 305 affiliated organizations in 82 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 people 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 * Cyprus * Denmark * Ecuador * Egypt * Estonia (E)
Faroe Islands * Finland * France * Germany * Great Britain
Greece * Grenada * Honduras * Hong Kong * Iceland * Ind
Indonesia * Israel * Italy * Jamaica * Japan * Jordan * Kenya
Lebanon * Liberia * Libya * Luxembourg * Madagascar * Ma
Malta * Mauritius * Mexico * The Netherlands * New Zeala
Nicaragua * Nigeria * Norway * Nyasaland * Pakistan * Panam
Paraguay * Peru * Philippines * Poland (Exile) * Republic o
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