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Comment

Tables turned in Manila

'PAINT THE DEVIL on the wall and the devil will appear', says an old proverb. This is what the Philippine government has done in its intimidation of the port workers of Manila. By its action and its attitude to the dockers it can only be assumed that the government wished to make an enemy of the trade unions of the Philippines, and then proceed with an all out conflict which would end in the destruction of the country's labour movement.

The dispute first began with a series of strikes last November when the government did its best to ignore the just demands of the port employees. But the rest of the Philippine trade union movement showed itself to be fully behind them, and the government was forced to moderate its attitude. The workers, organised in the Philippine Transport and General Workers' Organization, were still not to get proper satisfaction of their claims however and were forced to strike again in May this year, since when the government has systematically flouted all the rules of fair industrial procedure. It has brushed aside the decision of the Supreme Court that the dockers are not government employees and are therefore entitled to full bargaining rights; it has raided the union's offices in the hope of finding damaging evidence; and it has used troops against the strikers causing death and injury.

But the devil which appeared was perhaps not the one which was painted on the wall. At first the strikers sought and received solidarity from port workers' and seafarers' organizations all over the world, but, as it became ever clearer that the government's intention was to smash the Philippine trade union movement completely, workers in other fields were also alerted, and they gave their support.

The Philippine government is getting more than it bargained for. With the entire free labour movement of the world behind them the Manila dockers' – only three thousand in number and no longer very rich in resources of their own – are not going to be induced to relinquish their just demands by whatever means may be employed. Government intransigency will not dismay them and the government's flouting of the court decisions has merely given strength to their case. Cargoes aboard ships loaded by troops and strikebreaking labour have been stopped in many ports where brother organizations have rallied to the aid of the Manila dockers and the government's use of violence has not succeeded in bringing our affiliate to its knees.

Railroad social insurance in America

by A. M. NIESSEN *) P.T.O.



THE AMERICAN RAILROAD WORKERS have a social insurance program which is distinct and separate from the programs for the population of the United States as a whole. While the contingencies covered under the railroad and the other programs are generally the same, the differences are material not only in the benefit and financing provisions but in the mode of administration as well. It is the purpose of this article to give a general description of the social insurance system for the American railroad workers and to comment on the similarities to and differences from the systems applicable to the rest of the employed population of the country.

Historical background

Broad social insurance programs in the United States are of fairly recent origin. Impetus for the establishment of such programs started during the early 1930's, the years of the great depression. Particularly active in this area were the railway labor unions which became dissatisfied with the then existing private

pension plans on most railroads because these plans were highly restrictive and financially unsound. As a result of this activity, Congress passed a railroad retirement act. However, this law never went into effect because it was declared invalid by the courts. A similar fate (of being declared unconstitutional) seemed to be in store for the next railroad retirement act which Congress enacted in

Employee must have at least ten years' service with the railway industry before he or his dependents can benefit from the railroad social insurance scheme. Payments under this scheme are generally much higher than offered in the national social security system, but this also means higher contributions. Two tables illustrating benefits appear on page 180



akin to social insurance formulas which give relatively little recognition to the length of service. (The reasons for the dichotomy in formulas may be traced to the historical development of the railroad retirement program). It might be added that the regular benefit formulas are frequently overridden by certain minima. Of these, the most important is the provision that guarantees to an employee and/or his family at least 110 percent of what social security would have had to pay on the basis of the railroad service included in the benefit computation.

As compared with the general social security program, the railroad retirement benefits are generally much higher and as a result, the costs (and the contributions) are also greater. An idea of the size of the benefits under the two programs is given in table 1 while the de-

pendence of the railroad retirement annuity on the level of earnings and length of service is illustrated by table 2.

4. *Coordination with social security benefits.* - Except for the social security minimum guarantee mentioned in the preceding section, employee retirement benefits are not coordinated under the two systems. A retired employee can draw full benefits under the railroad retirement and social security programs simultaneously. However, survivor benefits are closely coordinated in the sense that service under both systems is combined and only one system pays the benefit. Special provisions regulate the jurisdiction of the two systems in this area. Of course, residual payment described in item (6) of section 1 is not subject to this coordination because the social security system has no benefit of this type.

5. *Claims procedure.* - Claims for retirement or survivor benefits are filed directly with the Railroad Retirement Board. The claimant is required to furnish documentary proof of his eligibility which may include a birth certificate, a marriage certificate, proof of death of the insured employee, a physician's statement in case of a claim based on disability, etc. The Board maintains a network of offices throughout the country and also provides itinerant services to help applicants in the filing of their claims. Service and earning information pertaining to the claim is developed by the Board itself, mostly from its own records and, when necessary, from inquiries sent to employers.

The initial decision is made by a special bureau of the Board. If the claimant is not satisfied with that decision, he may file a formal appeal which is heard by the Board's appeals council. The next and final administrative remedy is an appeal to the Board itself. After all administrative remedies are exhausted, the claimant may petition the Federal courts for a review of the Board's action. Due to the conscientious and fair administration of the program by the Board appeals are not frequent and court actions very rare.

6. *Financing.* - The main source of financing the RRA benefits is a payroll tax paid in equal amounts by employees and employers. The present rate is 7¼ percent of earnings up to \$400 a month (maximum of \$29 a month) on each side. The tax rate is scheduled to increase in steps up to 9½ percent (maximum of \$36.50 a month) on each side beginning with 1968. Additional income is derived from interest on invested funds and from the financial coordination with the social security system. The latter is an arrangement whereby the social security system refunds to the railroad retirement system the savings which would have otherwise accrued to it because railroad employment is not directly covered under the social security program.

There are no government contributions or subsidies of any kind. In this respect, the situation is the same as for the general social security program which is also self-supporting and does not rely on subsidies from general funds or special taxation.

The railroad retirement system employs a method of financing which in-

Table 1. Selected benefits under the US railroad retirement and soc. security programs, 1963 (Amounts rounded to nearest dollar)

Type of benefits	Average payable		Maximum possible	
	Social Security	Railroad retirement	Social security	Railroad retirement*
Monthly benefits				
Non-disability retirement	\$77	\$139	\$127	\$211
Disability retirement	90	125	127	211
Spouses	39	56	64	70
Aged widows	66	72	105	115
Lump-sum death benefits				
Insurance lump sum	211	588	255	846
Residual payment	NA	2,327	NA	6,226

NA - Not available under that program.

* Figures are for April 1963. In the future, considerably higher amounts will generally be possible. Thus, an employee now entering railroad service at age 65 can expect a retirement annuity well in excess of \$300 a month (see table 2).

Table 2. Illustrative railroad retirement employee annuities for given levels of earnings and length of service (Amounts rounded to nearest dollar)

Average earnings (creditable)	Years of service				
	15	20	25	30	40*
\$200	\$75	\$100	\$126	\$151	\$201
250	88	117	146	176	234
300	100	134	167	201	268
350*	113	150	188	226	301
400*	125	167	209	251	334

* Not possible at present but will be available in the future. For present highest amounts, see table 1.

volves the accumulation and maintenance of substantial actuarial reserves. At the end of June 1963, the reserve stood at slightly over four milliard dollars. The reserve is kept in a special government trust fund known as the railroad retirement account. All investments of that account (except for some \$300 million loaned to the railroad unemployment insurance account) are in Federal government securities and no other type of investment is permitted. At present (July 1963) the rate of interest earned by the account is slightly over 3 percent per annum.

7. *Actuarial condition.* — The present financing arrangements are believed to be insufficient on a long-range basis. This is true even though the fund will not be exhausted until several decades from now. Legislation aiming at the strengthening of the financial structure of the railroad retirement program is now pending before the Congress.

Unemployment and sickness insurance program

1. *Benefits provided* — Unemployment benefits are payable for a period of up to 26 weeks in a benefit year in the case of short-service (less than 10 years) employees and for longer periods in the case of long-service employees. To be eligible for these benefits, the employee must be able and willing to work. If he is unable to work because of sickness, he is eligible for cash sickness benefits which may also be paid for a period up to 26 weeks in a benefit year. The benefit year runs from 1 July to the next 30 June and the amount of benefit is determined on the basis of earnings in the calendar year immediately preceding the

Part of the electronic data processing installation of the US Railroad Retirement Board in Chicago. The insurance scheme administered by the RRB covers all persons employed in the railway industry and also employees of the railway union and management organizations as non-operating staff



The Railroad Retirement Board pays out benefits totalling about one and a quarter milliard dollars annually to nearly a million beneficiaries. Benefits cover old age, disability, and death benefits to survivors (Santa Fe Railway photo)

benefit year. The latter is known as the base year.

Under the regular formula, the benefit depends on the amount of railroad earnings in the base year (\$500 is the minimum qualifying condition) but due to a special provision in the law, most benefits are at the rate of \$10.20 per working day which is equivalent to \$51 per week. The rate of benefit is the same for both unemployment and sickness. There are no additions for dependants.

The sickness benefit program includes special provisions for maternity benefits to qualified female employees. During specified periods before and after the birth of the child, the woman employee receives payment at a rate one and one-

half the regular sickness benefits but the total payment in the benefit year can be no more than the equivalent of 26 weeks of sickness benefits. Maternity benefits are not available to wives of railroad workers unless, of course, the wife is a railroad employee herself.

The three types of benefits available under the Railroad Unemployment Insurance Act (i.e. unemployment, sickness and maternity) are independent of each other but cannot run concurrently. Special provisions in the law guard against duplication of benefit from other social insurance programs.

2. *Comparison with other programs.* — Because of the considerable differences among the 50 State unemployment in-



Brother Pieter de Vries, ITF General Secretary (right), met officials of the US Railroad Retirement Board, including the author of this article during a recent visit to the United States. With him are (left to right) David B. Schreiber, A. E. Lyon and Lawrence Garland

insurance programs, it is difficult to make a quantitative comparison between the railroad and the other programs operating in the United States.² It can be said, however, that the railroad program is more liberal than the programs in the vast majority on the States. The greater liberality of the railroad program is not only in that it provides higher benefits for longer periods but also in that its disqualification and suspension provisions are generally less restrictive. Furthermore, sickness benefits are available in but of four of the fifty States and maternity benefits in none of the State programs.

3. *Financing.* — The railroad unemployment and sickness insurance programs are financed by employer contributions along with any contributions being required on the part of the employees. The rate of contribution depends upon the balance in the fund. At present, the maximum rate of 3¾ percent (on earnings up to \$400 a month per employee) is applicable.

The balance, if any, is kept in a separate fund known as the railroad unemployment insurance account. Investments of this account (which is a part of the national unemployment trust fund) are also restricted to Government securities.

4. *Actuarial conditions.* — Because of the extremely unfavourable experience of the railroad unemployment and sickness insurance program in recent years, the account serving this program became completely exhausted and it was necessary to give it authority to borrow money from the railroad retirement account. The loans are to be repaid with interest. At present, (July 1963), the loans total more than \$300 million. It is expected that the financial condition of the railroad unemployment and sickness insurance will be strengthened by appropriate legislative action and that the indebtedness to the railroad retirement account will eventually be repaid in full. Legislation to this effect is now pending before the Congress.

Supplementary benefits from private sources

The American workers do not rely on the existing social insurance programs for economic protection against the common hazards of life. In addition to widespread individual life and health insurance arrangements, large numbers of workers have protection under private pension plans, group life insurance, group health insurance, separation allowances, and supplementary unemploy-


ment benefits. The American railroad workers (although not all of them) also enjoy protection under supplementary pension and welfare plans.

Supplementary pension plans are in operation on many of the larger railroads in the country. The non-operating railroad employees have a comprehensive privately operated health insurance program (covering medical expenses) which is wholly financed by the employers. They also have employer financed group life insurance in the amount of \$4,000 per employee. The operating railroad employees are not as yet covered by the latter two welfare programs and are seeking the extension of these benefits to their own group.

Supplementary unemployment benefits for railroad workers have made their appearance only recently and their availability is not as yet widespread. Provisions are also in effect for liberal separation allowances in cases where employees are displaced because of railroad mergers and similar events.

The American railroad worker relies more heavily on his social insurance programs than does his counterpart in other industries. One reason for this is that the railroad programs are generally more comprehensive and more liberal than the corresponding programs for the rest of the population. Another reason may be that the railroad programs are his own and are specifically tailored to meet his needs. The railroad worker understands, however, there is ample room for supplementation through individual and group arrangements.


Latin American shipowners unite

 The state-owned, mixed and private shipping companies of the countries of the Latin American Free Trade Association (LAFTA) have recently constituted a Latin American Shipping Association.

The objectives of this body are defined as follows: 1) to promote the development of maritime, river and lake transport and increase productivity; 2) to cooperate with the LA Free Trade Association; 3) study problems of the industry with a view to providing cheap and efficient services; 4) encourage, protect and represent the interests of member companies individually and collectively; and support government measures designed to develop the national merchant marine.

(Continued on page 186)

Tramp steamer to Antarctic

 WHEN THE HISTORY of Swedish tramp seafaring comes to be written, a small chapter will certainly have to be included to tell of the coal-carrying missions which took some of the old steamers to the Norwegian whaling ships in the Antarctic early in the 'thirties. Most of the factory ships and their catchers were fired by coal and needed to replenish their supplies during their six months sojourn in these dangerous waters. For coal boats destined for shore stations on South Georgia or the South Shetland Islands voyages were hazardous enough, but they were worse for those vessels which were forced to carry their loads through the lanes in the pack ice in adverse conditions. It may be of interest to seafarers of today if I relate something from three of those voyages as I remember them, for there are not many ships nowadays that go further south than the roaring forties, apart from the whalers.

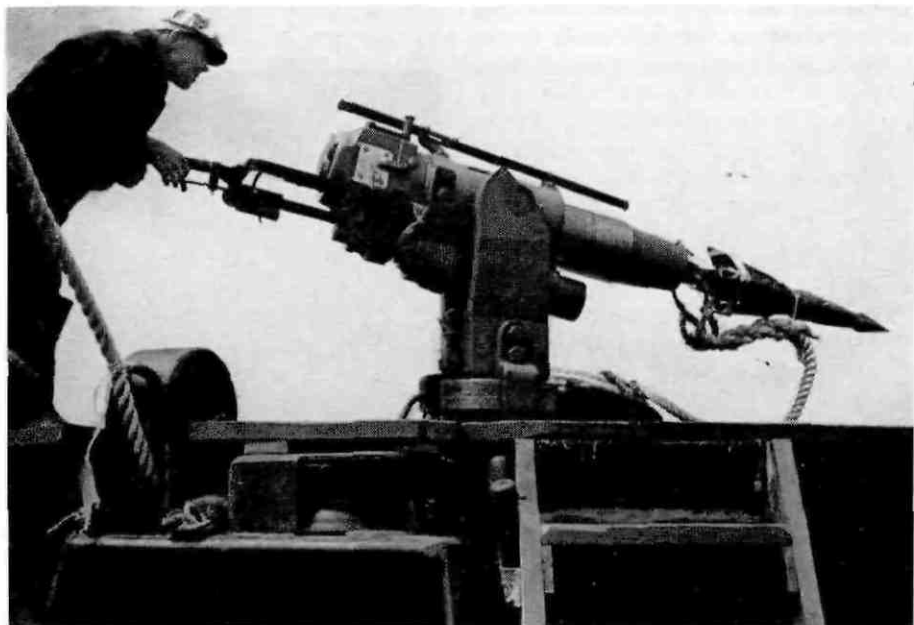
In September 1930 I signed on at Häl-singborg aboard the 'Lestris', a thirty year old British built tramp steamer of about 4,000 dwt. The ship was carrying a cargo of paper pulp destined for Greenhithe on the Thames, and there was a rumour going on board that we should be on a sugar voyage to Cuba after that. But before we got to England it was announced that the 'Lestris' had been chartered for three coal-carrying voyages to the Antarctic. Our master had already been there with the 'Lestris', but for the rest of us on board it did not mean much. Storms and ice had always been associated in our minds with Antarctic waters and we were certainly going to have our fill of them.

The vessels of those days were not fitted with cold storage installations of any kind, except perhaps for a private fridge in the captain's quarters. Fresh food supplies generally consisted of half

a cow, hung in a meatsack in the aft rigging. But for these voyages we equipped ourselves in a different way. A huge refrigerator was installed in the fore-castle, along with a sheep pen and a pigsty for livestock. We fixed up a hen-house on the boatdeck around the funnel, where our own hens under the leadership of 'grandma' had been joined by English sisters. 'Grandma' was a large white hen, which according to rumour had crossed the line twice. We loaded our coal at Port Talbot on the Welsh coast, together with stores for deck and engine room in large quantities and provisions — those were busy days for us all. We had a cateress on board, Karin from Karls-krona, and she did a very good job indeed. Last of all we took on board the mail for the whaler, and so began our long voyage.

We ambled off at our eight knots and steaming southwards was as uneventful

Each whaler has a leader who is in charge of the hunt and who is at the same time the gunner on board the main catcher. On his and colleagues' skill and marksmanship depends the success or failure of the expedition. As soon as the lookout in the crow's nest has sighted the whale and given the call, he rushes to the Bofors gun and the great ocean chase is on



A veteran seafarer writes down his reminiscences of voyages he made thirty years ago aboard a Swedish tramp steamer amid the ice and perils of the Antarctic. His article first appeared in 'Sjömannen', the journal of the Swedish Seamen's Union.



A whale hunt is an exciting and blood curdling spectacle. The gunner at his post manoeuvres the boat by some natural instinct to the position where the whale will next surface for breath — and in almost all cases his judgement is accurate. The whale is hit, dives under again but eventually tires through loss of blood. Then begins the skilful process of playing it home. Lastly the beast is pumped full of air to float it

as on a similar voyage today, except that we had neither airconditioning nor a swimming pool. We used to get a Turkish bath by heaving a few hundred tons of coal from the foredeck down to the bunkers, as the coal stores got low there. Abreast of Capetown a telegrapher made contact with the 'Torodd', formerly an English cable-layer now converted to a whaling ship. She was lying in the ice due south and we took down her position. After that we were in daily contact with one another, and we changed our course as the 'Torodd' followed the whales. It was now spring in the southern hemisphere and we had been having fine weather, but one day the wind began to get up. Winds in these waters are as a rule westerlies, as there are no land masses to check them, storms can rage unrestricted all the way from Cape Horn, resulting in unbelievably high seas. The latitudes between 30° and 40° south have long been called the roaring forties. Added to this are the icebergs and the perpetual hurricane-like snow show-

ers. In these waters there is naturally enough no ice patrol, but even if there were it would not do much good, for here there are icebergs everywhere.

It could sometimes take several hours to get round one of these giants, but the most dangerous were the smaller ones, which did not protrude more than a few yards above the water's surface, since an iceberg's great bulk lies under the water. For an old craft like the 'Lestris' to collide with such a monster would not have been any joke. The animals suffered most of all in these conditions, but characteristically enough they survived all their hardships.

At least we reached the 'Torodd' and tied up alongside her with three whales between us as fenders. We lay in the lee of Bouvet Island, an uninhabited rock, which has always been a landmark for good whale hunting. We handed the Norwegians their mail and began unloading. This operation took its course and sometimes went on for several days, because if there were a lot of whales the factory ship would not be able to spare many men for the unloading.

Whale catching is one of Norway's traditional industries and is at the same time an exciting and blood curdling spectacle. Each whaler has a leader who is in charge of the hunt, and who is at the same time the gunner on board the main catcher. On his and his colleagues' marksmanship and skill depends the success or failure of the entire expedition. Considerable sums of money are at stake.

The flensing, boiling and all the various other process which go into converting an 80 ton whale into different kinds of oil make the whaler look like a factory in full production. Supervisors sail with the factory ships to ensure that whaling regulations are observed. In spite of them one wonders how long the killing of the whale population can continue



The fixed wage is not very high, but everyone on board receives a certain payment for each vat of oil produced. The third mate aboard the 'Torodd', for instance, earned nearly £1,000 in one season (September 1929–April 1930).

A whale shoot is enthralling to watch. The lookout in the crow's nest keeps watch and shouts when he sees the whale surface and spout. The gunner rushes down from the bridge to the Bofors gun on the forecastle and with same natural instinct he manoeuvres the boat to the spot where the whale should next surface for breath. And in almost all cases his judgement is accurate. Then the harpoon is shot with its explosive head. The hawser wound around it can get caught up in the rigging and this constitutes a considerable danger to life and limb. The rope unravels with great violence, when the whale has been hit and dives under again. When it gradually gets exhausted through steady loss of blood the spectacular process of playing it home is begun. At last it lies alongside. After it has been pumped up with air and has been planted with the company's flag, the hunt continues. Towards evening the catchers come back to the factory ship with their day's catch and then begin the flensing, boiling and all the various jobs which go into the process of converting an 80 ton whale into various types of oil.

The work proceeds with speed and dexterity — it is exactly like a large factory in full production. There is a supervisor on board every factory ship to



A whale is worth a considerable amount of money. A successful expedition makes it well worth enduring the rigours of life in the Antarctic and putting in all the hard and sometimes dangerous work involved. The fixed wage is not high, but everyone receives a certain sum for each vat of oil produced, thus it is in everyone's interests that as many whales as can be dealt with should be brought in

check that all regulations, such as those referring to a minimum measures, are observed. A cow with a calf for example must not be shot. Even so it is to be wondered how much longer the whale population will survive. There are indications that this killing off the world's largest mammal cannot go on much longer. It is a startling experience to stand upright in a whale's upper jaw, to hold in one's hand a whale's inner ear, which in profile looks like a very sad old man. Or to eat a tender whale steak – I can guarantee that it is a delicacy.

The whales which we had as fenders between the 'Lestris' and the 'Torodd' began to stink more and more strongly, and it was with genuine relief that we cut adrift from them after about three weeks. We then had to take up the floor of the aft hold, for we needed water there, if we were to get the propeller down into the sea. Owing to the ship's hefty roll we did not usually have water on the afterdeck. Then began the fourteen day voyage to Durban for a new cargo of coal. The whole hull was coated with coal dust and whale fat so that when we got into warmer latitudes the stench was terrible. Our skipper, economically inclined to put it mildly, was a good shot and had shot a few sea elephants, whose fat we melted down and used for greasing the decks, making the stench even worse. The pilot at Durban in his neat white uniform made a few well chosen comments on our old tub.

After four days in Durban the voyage began again and this time we got considerably further south because the ice-fields were moving north. It was the

height of summer down there and in the main we had a pleasant voyage. There were several colliers there this time besides us, also leaving cargoes. The British explorer ship, 'Discovery' was also there. We had on board some 60 live sheep and 20 sucking pigs to replenish the provisions of the factory ship 'Ole Wegger', which was to get our coal this time. One of our first mates' jobs was to feed and play midwife to the animals, and he discharged his duties with distinction. Through some mistake a boar had been included in the consignments of animals from Durban and our own sow had plainly fallen for his swinish charm,

Some of the whale processing goes on at shore stations on South Georgia or the South Shetland Islands, and journeys through the distant waters of the south to these outposts of civilisation are already hazardous enough, but the 'Lestris' had set a more treacherous course through seas thick with icebergs to the big factory ships which stay at sea for months



for a short time afterwards to our Karin's amazement and delight she produced eight piglets.

That voyage was relatively uneventful and after we had delivered our cargo, we were on our way once more to Durban for more coal. As usual, four or five days for taking on cargo and then under way again. But now autumn was beginning down there and we soon got to feel it. Some years earlier the Danish training ship 'København', had been lost. No wreckage had ever been found; she had been lost without trace, with the whole of her young crew. I do not think that any of us veterans of those Antarctic voyages will ever forget the night when a pipe burst on the poop deck in a driving snowstorm and with icebergs all around us. We were carrying two sails, one fore and one aft, but I seem to remember we had to take them in. I do not think I have ever seen weather like it either before or since. But everything cleared up and the 'Lestris' came through intact. In parentheses I might add that, though British built tramps were horrible old tubs in many ways, their seaworthiness was first class.


On this last voyage we visited an old friend of ours. It was our first boat to America, the 'Stockholm', renamed 'Solglimt' and converted to a whaling ship. We refuelled some of her catchers and left the rest of the load with an old factory ship, the 'Tor 1'. She had really seen her best days. Now the days began

to get colder and rougher. We were somewhere between 60° and 65° south and although it was good to head northward again there was something sad about leaving our Norwegian friends. They have one of the hardest professions in the world, and it forms a special character in those who follow it.

So back to Durban for a coal cargo destined for Port Sudan. From the cold and stormy weather of the Antarctic to the sun and heat. No wind, no cold drinking water – and besides we had rats on board, and so there was no more sleeping on deck. There was nothing for it but to lie and sweat in tiny cabins which no rating would put up with in a vessel of today. Times change and it is good that they do. From Port Sudan to Kosseir to pick a cargo of phosphate for London and then home to Svedala.

These reminiscences lay no claim to be remarkable in any way, but they bring back in imagination an age which has passed, ships which have been scrapped and a side of Swedish seafaring which has been forgotten by most. But those of us who sailed the tramp steamers to the Antarctic will never forget it.

Working conditions in Rhine navigation: ILO conference

 WORKING CONDITIONS on the Rhine became the object of an agreement concluded in 1950 under the auspices of the International Labour Office and the Central Rhine Commission. This agreement could not come into effect, however, until 1954 when an amendment secured the inclusion of Switzerland.

But the introduction into Rhine navigation of push-boats and particularly the use of radar, enabling day and night navigation, constituted new factors which rendered the 1950-4 working conditions out of date. These provided for uninterrupted rest periods of at least eight hours whilst continuous navigation is carried out by two crews on board the

push boats, taking six-hour or even three-hour turns.

The amendment necessary to bring the 1954 text up to date with these technical developments did not provoke any objections from the workers' side. Indeed, the working conditions of 1950-4 provided that in certain cases the crews could be made to work 14 or even 16 hours a day because, the time taken to load, unload, etc. meant that vessels were stationary for almost half the year. The use of radar made a profound difference, and 'semi-continuous' navigation resulted in working hours which the crews considered excessive.

In addition, the control of the crew size in conventional navigation Central Rhine Commission was easily checked by the river police. The minimum crew required for each boat operating on the Rhine was laid down in the boat's certificate. The inspector had only to see that the crew number tallied with the certificate. Continuous operation implies the presence of two crews on board. But certain categories – cooks, for instance – are not necessarily duplicated. This leads to complications.

Finally, the 1950-4 agreement applied in principle to owner-operators, but in fact they only came under its provisions to the extent that they employed other workers. Owner-operators who used only the labour of their families fell outside the agreement. And the idea of holidays and rest periods could not be put into effect in the case of crews who live on board and have no permanent contact with the land.

All these questions, after having been debated at length at tripartite conferences organized by the Central Rhine Commission or within the framework of the 1950-4 agreement, came before a special tripartite conference on Rhine navigation held at Geneva from 20 to 24 May 1963 at the International Labour Office, with the aim of revising the agreement of 1950-4 to bring it into line with technical developments in the navigation.

The main points of the amendment proposed to the riparian states by the tripartite conference are as follows:

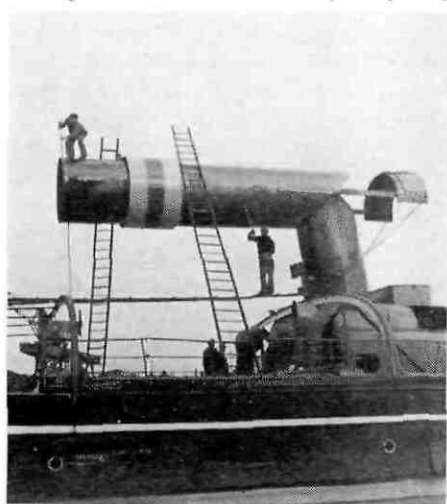
- In continuous and semi-continuous navigation, each worker has the right to one day of rest for every two working days. These rest days may be accumulated and must be granted within a period of six weeks.
- In semi-continuous navigation, the rest period must include a halt between 11.00 p.m. and 3.00 a.m.



Working conditions of Rhine boatmen have changed considerably in recent years as the result of technical developments which have made possible continuous and semi-continuous navigation. A tripartite conference has proposed changes in the regulations to bring Rhine workers' conditions up to date with the new developments (ILO photo)

- For the first time the agreement includes a precise definition of: continuous navigation, which is defined as more than 20 hours out of 24; and semi-continuous navigation which is defined as more than 16 hours and less than 20 hours out of 24.
- It is expressly understood that all these working conditions must apply both to wage-earning crews and to owner-operators.

The main part of the tripartite conference's recommendations deals with working hours, rest periods and size of crews. These recommendations are being considered by the riparian states (ILO photo)




(Continued from page 182)

The basic doctrine is to establish a multilateral monopoly for the ships of member countries within the LAFTA, so that for instance Peruvian ships could carry goods between ports in Chile and Brazil. (LAFTA members are: Argentina, Brazil, Chile, Colombia, Ecuador, Mexico, Paraguay, Peru and Uruguay).

As before, responsibility for seeing that these conditions are adhered to falls upon the riparian states, and therefore they may be applied more or less strictly. In order to reduce and such differences, the tripartite conference recommended that a technical governmental conference should be held, to ensure uniformity as far as possible in the application of conditions set out in the agreement. This governmental conference will probably also be organized under the auspices of the Central Rhine Commission and the ILO. Employers and workers' representatives will be admitted with consultative status.

Finally, the conference recommended urgently the establishment by the Central Rhine Commission of exact minimum crew requirements, to enable the agreement to be applied effectively. This recommendation constitutes a condition of the agreement's entry into effect.

Pre-cooked, pre-frozen food for Norwegian crews

 AFTER AN EXPERIMENT conducted aboard six Norwegian ships, a British catering firm has recently gone into production of pre-cooked, deep-frozen meals for Norwegian crews. The dishes, prepared according to Norwegian recipes, will be distributed in practically all large ports throughout the world.

A test was carried out in an Oslo hotel, at which representatives of the Norwegian Seamen's Union, of the ship-owners and of the Norwegian shipping authorities were invited to taste the food, which is prepared under the control and supervision of the head of the Oslo College of Cookery.

Different menus have been worked out for 28 days, each day's menu comprising hot midday and evening meals. Only breakfast will continue to be prepared on board ship. These fifty-six different menus provide sufficient variety for the crew not to get bored with the food, and they were decided after a long study of the normal diet on board Norwegian ships. They also take into account the fact the Norwegian crews are generally young and have a very healthy appetite.

The normal portions are designed to cater for twenty people, and the deep-frozen menu contains soups and desserts as well as a main dishes. This system will mean less work in the catering departments of Norwegian vessels.

Oluf Anfinsen

President of the Norwegian Locomotivemen's Union



Profile of the month

ON THE 13 AUGUST THIS YEAR, Oluf Anfinsen celebrated his fiftieth birthday. The members of his union know him well for the many years of productive work he has given them, and his name is familiar to Norwegian trade unionists outside the realm of transport as well as within it. For them he needs no introduction, but a word or two about him will be welcomed by colleagues abroad in order that they too many get to know him.

Anfinsen was born and brought up in Trondheim in northern Norway. In 1936 he was taken on by the Norwegian State Railways as an apprentice fireman. Before that he had undergone a course of training in mechanics and had been employed in a motor workshop. He became a fireman in 1940 and engine driver in 1946.

When he was a young man Norway, as most other industrialised nations of the world, was struggling through the hard and lean years between the wars. It was at this time, early in his working life, that Anfinsen became aware of the immense importance of trade unionism to the wage earning man. He began taking part in union activities and soon distinguished himself by his aptitude for trade union work. To begin with he did a lot of work for the Norwegian Workers' movement, and for other clubs and organisations for young people. In the trade union field he also accomplished much in those early years. For a certain time he was a local secretary for another transport workers' organisation.

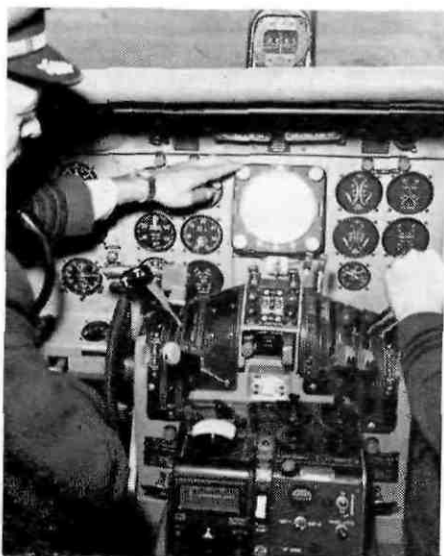
When he began working for the State Railways and became a member of the Locomotivemen's Union in Trondheim, he was entrusted with a good many union tasks. Anfinsen's various qualities and outstanding aptitudes made him an obvious choice for such work. He was for instance a driving force in educational activities and was of great value to his organisation in representing it at several national conventions. When in 1951 the union decided that the secretariat should include a younger man — someone particularly who

might take over the educational and informational side of the union's activities — it was hardly surprising that his name was one of the most likely ones to be singled out. Anfinsen was appointed Secretary for Education in 1952, thus he can now look back on eleven years of work as a paid union official.

After his appointment to the office the Educational Service became a permanent and essential part of the union's activities, and during the time Anfinsen was attached to it he did an admirable job of work in building it up and making it a success. In the autumn of 1960 he had to take over the presidency because the holder of that office had fallen sick, and at the fifty-fifth national convention in 1961 in Bergen he was unanimously elected President of the Norwegian Locomotivemen's Union. This year, at the Union's fifty-sixth national convention in Hamar, he was unanimously returned to office.

Anfinsen, now at the height of his career, has an outstanding record of service behind him which we have learned of with admiration from his colleagues in the Norwegian Locomotivemen's Union. They have for many years known and appreciated his remarkable abilities — his inclination for co-operation and teamwork and the thoroughness with which he accomplishes any task entrusted to him. We understand the esteem in which they hold him and the trust that they have in him as their leader. We join with them in extending him good wishes for the fiftieth birthday and wishing him many more years of union activity.

Round the world of labour



Fatigue in the air

This article describes the symptoms and suggested remedies — apart from shorter hours! — of fatigue in jet airline pilots, which are contained in a report by the Medical Examiner of the US Federal Aviation Agency

✈ THE MEDICAL EXAMINER of the US Federal Aviation Agency, remarking that many of the flying staff he examined showed signs of fatigue and nervous tension, began an inquiry into the causes, symptoms and remedies for fatigue arising out of jet flying.

The causes of fatigue are not unknown, of course. The high speeds of jets, which increase the number of trips needed to fulfil monthly flight time quotas. Rapid travel through different time zones upsets the natural body rhythms, and the actual jobs which the air crew perform are strenuous and carry the strain of heavy responsibility.

Wives of jet pilots, questioned by the Medical Examiner, revealed in the great majority of cases that their husbands' health had been significantly impaired since they began flying jets. Tiredness, irritability, insomnia and an altogether more nervy attitude to life were the common experience. The doctor himself

tried out the effects on physical health of rapid changes of time zones, and found that it was almost impossible to adjust his eating and sleeping habits to fit in with local time. After some time under this kind of strain, the pilot's rest period was barely long enough to allow him to regain his equilibrium before starting off on a fresh tour of duty, and the same applies of course to other members of the flight crew.

The doctor noted the dangers of this type of chronic fatigue on the flight crew: reactions are dulled and mistakes go unnoticed. He has suggested a plan for flying staff to follow if they wish to cut down fatigue to a minimum. He advises:

In General

1. Reduce if overweight.
2. Get some daily exercise.
3. Cut cigarette smoking to at most 10 a day (or change to a pipe).
4. Following a high-protein diet, and eat small and frequent meals before and during the flight.
5. Take vitamins.

Pre-Flight

Avoid long exposure to the sun or violent athletics before flying and take a rest before duty hours.

In Flight

1. Drink plenty of liquid (not coffee) to counteract dehydration caused by pressurization.
2. Stretch legs frequently.

Post-Flight

1. Take a hot bath and lie down.
2. Allow toxic effects of sleeping pills, if taken, to wear off about 10 hours before departure.
3. Avoid rich and heavy foods.
4. Have a massage if possible.

Working conditions for air crews have not kept pace with the technical developments in the aircraft they fly. Great care is taken to see that every component of an aircraft is in perfect working order, and the same care ought to be devoted to the health of the staff.

Cabin attendants turn down prizes scheme

✈ AIR STEWARDS AND STEWARDESSES of British European Airways have turned down a scheme proposed by the company to give them points for courtesy, smartness and punctuality, these points to be exchangeable for prizes chosen from a catalogue. At the meeting of cabin attendants, who belong to the ITF-affiliated Transport & General Workers' Union, the scheme was described as childish. 'It's like being back at school — getting prizes for doing things right'; and 'We don't want prizes for doing our job properly' were some of the comments.

Summer paradise for seamen ashore

⚓ THE FINISHING TOUCHES are being put to the Swedish seamen's recreation centre 'Eken' ('the Oak'), at Stockholm. It looks as if it is going to be a real summer paradise for seamen — Swedish or foreign — wishing to take the best possible advantage of a few short and precious days ashore.

One of the most important facilities at 'Eken' is the football pitch, recently re-conditioned. Seamen account for the world's largest contingent of football teams and Scandinavian seafarers alone have some 750 teams between them. Plenty of use is made of the pitch at

The Swedish seamen's recreation centre at Stockholm had about 4,000 visitors last year. Seamen and their families can take the best possible advantage of their precious days ashore in these delightful surroundings





One of the most important facilities at the centre is the football pitch, recently reconditioned. The club-house is provided with a full range of sports equipment which is available free of charge to visiting seamen

'Eken' for training and playing matches. The clubhouse is provided with a full range of sports equipment which is available for the use of visiting seamen free of charge.

Last year the centre had something like 4,000 visitors and this year the total is expected to be more. Responsible for the running and upkeep of 'Eken' is the Swedish merchant fleet welfare service, which run similar centres in other ports, both in Sweden and abroad. It is financed partly through contributions, fixed by agreement, from the seafarers themselves.

Norwegian seamen's right to vote



THE NORWEGIAN FOREIGN MINISTER stated recently that steps were being taken to make sure that Norwegian nationals abroad, and particularly Norwegian seamen in foreign ports, would be able to vote in national and local elections. It had happened sometimes that the person accredited to receive ballots had not been familiar with the regulations and that Norwegians abroad had thus been disfranchised. Detailed instructions were being sent to Norwegian consuls, Norwegian employment agencies abroad and to ships' captains, all of whom were empowered to act as returning officers, so that all Norwegian voters would be able to exercise their democratic rights wherever they might be.

New home for Gothenburg's dock workers



REPRESENTATIVES of all Gothenburg's dock population — workers, shipowners, contractors — took part in the inauguration of the new dock labour office early this year. The welcoming address was given by T. Christoffersen,

chairman of the authority. He remarked that the port industry had been slow to adopt rationalization, but this might be because dock work was made up of so many different operations and working conditions reflected these differences. One day the port of Gothenburg might have work for 2,000 men, the next need only 250. Workers and employers had perhaps both been conservative in outlook, but this attitude had to change if Gothenburg was to remain a great port.

The next to speak was the 'Grand Old Man' of the shipowners, Gunnar Carlsson, who said the building had cost five million kronor, whilst the first dock labour office in 1909 had cost only 17,712 kronor. A great change had taken place since the beginning of the century. There had been a trade union as early as 1885, but it had soon withered away. The foreman used to pick out workers quite at random, often among the tramps who hung about the docks. They would draw lots as to who got the best boats. Finally the shipowners took steps to eliminate the bad elements, and were helped in this by the trade union. Personal friendship with the foreman was no longer the means of getting work.

Both union and employers have sought over the years to do away with the irregularity of dock work and to give the workers and their families greater security.

There are about 1,400 regular (registered) dock workers in the port, together with about 10,000 casual workers who

are registered with the dock labour board and who are the first to be called if there are not sufficient registered dockers. Within the year labour needs may vary between 600 and 15,000 men a day. The least number needed was 350, and in 1956, a record year, when many other ports were closed by ice, the figure reached 2,300.

The new office is equipped with changing and washing facilities for up to 800 men. The call for registered and unregistered workers takes place here, so there is a restaurant. The shameful eyesores which were the old call-stands are a thing of the past.

Right hand driving for Sweden



THE SWEDISH PARLIAMENT voted in May this year to change from left-hand to right-hand driving. The change is to become effective in 1967. The cost has been estimated at about £25 m. (\$70 m.).

(N.B.; A change to right-hand traffic does not mean Sweden will be following the traffic pattern of the majority of the world. More than half of the world's population lives in areas where left-hand driving is still the rule — China, India, Britain, Ireland, Iceland and many African nations).

More detailed reports on the work of ITF Regional Representatives and the activities of affiliated unions in the regions will be given in future number of the ITF Journal

View of the port of Gothenburg. New dock labour offices were recently opened in the port, where changing and washing facilities are provided for up to eight hundred men. Housed in the same building is a call stand and restaurant




A blind alley experiment

By A. E. OKON, General Secretary of the Nigerian Dockers, Transport and General Workers Union

Brother Archibong E. Okon, General of the Nigerian Dockers, Transport and General Workers' Union, and author of this article in which he comments on the way in which the Lagos Dock Labour Scheme has been operating. Brother Okon says his union and the dock workers are disappointed by the way the scheme is being administered, one of his criticisms being that too much red tape is discouraging dock workers from claiming their rights under the scheme



 I FEEL IT IS AN OPPORTUNE TIME for me to comment on the Lagos Dock Labour Scheme which took us several years to map out in the form in which it now operates. The scheme in itself was recommended by a special commission which visited West African ports in the year 1952. Thereafter, efforts to get the government to set up the scheme brought about numerous strikes, and misunderstanding between the leaders of the dockworkers and the then Colonial Government. At the time the Shipping Companies had a vested interest in opposing a dock labour scheme, and this made things extremely difficult for the dockworkers in this country as there were not sufficient jobs to do, especially when ocean-going vessels were in Nigerian waters.

This attitude of the Shipping Companies forced the dockers to send a delegation to Britain where the matter was placed before the shipping authorities through the Overseas Employers Federation. This mission lasted for three months, and the result was that the shipping authorities agreed to reduce the gangs on board their vessels so as to make room for Nigerian dockers. Up to this time, dock workers were usually recruited from Sierra Leone and Ghana, since it was thought that they were better hands at dockwork than our Nigerian labour. We had to combat this practice by the Shipping Companies as they were not willing to part with their old friends and insisted on such labour from other West African ports as relief for the European crew when they came into tropical regions.

In a nutshell that was what took place at the time. Later, when our Government was constitutionally brought into existence we were pleased because we believed that we would be afforded better prospects for advancement in this industry. Today, however we are not much better off than in our colonial past, the reason being that our government when it eventually decided to establish the Lagos Dock Labour Scheme, made the provision that it should start off on a voluntary basis. Following this, a number of useful suggestions advanced by the trade unions were merely noted. This attitude of the government resulted in delays in putting the scheme into operation until late last year when it was finally announced that the scheme had come to stay.

The government did not consider it necessary to publicize the scheme among the dockers who are directly involved, and ever since the scheme started, the government has been bungling in every inch of the administration. One would assume that the scheme is making headway. This is false, and the reason is that instead of the money being directed to its proper use, it rather goes in allowances to those who did not associate themselves with the arrangements which brought about the establishment of the scheme. In recent weeks, I have observed that some other mushroom contractors are trying to stir up confusion amongst the workers by distributing leaflets which are of no value to the workers' interest. I do not see any wisdom in the government allowing this valuable scheme, which my organization took active part to see established, being

kicked about by unscrupulous persons.


My only interest is that of the dockworkers who are not being given their rights as guaranteed workers. An example of the way in which the scheme is being mismanaged is the procedure for industrial injury claims. If a docker is injured in the course of his employment he seeks compensation from the employing contractor; if he fails to get satisfaction a report goes to the Ministry of Labour, whose officials may also find difficulty in getting the employers to accept responsibility. Ministry representatives then suggest that worker take the matter to court. For workers who are underpaid to face legal expenses out of their meagre wages would be suicidal. I would suggest that the government should think very fast about re-organising this scheme, otherwise the labour unrest that will follow will detract the attention of well meaning citizens of this country.

I fail to understand why the government allows contractors to supply labour, because this policy prevents the workers from knowing their rights in the scheme of things. The preference workers find it very difficult to pursue some of the contractors to meet the agreed claims. In this industry, the government feels reluctant to introduce negotiating machinery, which is very essential in an industry such as the docks. The leaders of the workers have done their best to persuade the government to appreciate that this is a necessary right of the workers.

I also fail to see the wisdom in the government appointing the Chairman and Secretary of the Dock Labour Ad-

(Continued on page 193)

Over and under

 EARLY NEXT YEAR a new kind of highway will start carrying road traffic in the United States. This is the Chesapeake Bridge-Tunnel – a string of bridges, tunnels, trestles and causeways which will soon span the south of Chesapeake Bay across 17½ miles of open sea.

The project will close a gap in the Ocean Highway which runs from New York to Florida. It crosses a formidable stretch of rough water where there are great waves, treacherous currents and mighty tides, as well as two busy shipping lanes. But five years ago engineers concluded that such a crossing could be built, and the work was started. Because to tunnel the whole distance would have been too expensive and because high bridges over the busy ships' channels of the bay were considered inadvisable, the design came out as a novel combination of 'over and under' featu-

res: tunnels will run beneath the main shipping channels; medium-height bridges will span the minor channels; and low-level trestles will cover the rest of the bay. Motor traffic using this section of the Ocean Highway will pay tolls, but these are not expected to be much higher than those charged by the ferry service which at present links the north and south sections of the Highway.

Both ends of the Chesapeake Bay Bridge-Tunnel are in the state of Virginia. From the southern end, near the town of Norfolk, the crossing starts as a trestle, a little over three miles long.

Bridges make up about five miles of the highway and this photograph shows one span in place with workers moving on to other piers. More than 2,000 workers have been employed on the project, which is due to be completed in the early part of 1964. (Science Today)





This picture shows one of the thirty-seven giant tunnel sections — each about three hundred feet long — being towed from Orange in Texas to Norfolk, Virginia, a journey of 1,700 miles. After fitting out the tunnel sections are floated to the site, positioned and sunk into a trench dug into the ocean bed

which carries the road about 28 feet above the water. It then reaches the first of four man-made islands where it dips into the mile-long Thimble Shoal Tunnel, which runs beneath the channel leading to the ports of Hampton Roads. The Highway emerges on to another man-made island, and then becomes a trestle again for $3\frac{3}{4}$ miles. After crossing a third artificial island, it enters another mile-long tunnel, this time under the Baltimore Channel, which serves Baltimore and other ports of the Upper Chesapeake Bay. It climbs out on to another island, runs along $4\frac{1}{2}$ miles of trestles, and then rises on to a steel bridge which clears the water by 75 feet.

There are two more miles of trestles and causeways and another bridge with a 40-ft. clearance before the Highway reaches the shore of the Demarva Peninsula at its northern end by way of another short trestle.

The four man-made islands which anchor the tunnel end are made up of $1\frac{1}{2}$ million tons of sand and 300,000 tons of rock. They are all built in water 30 to 40 feet deep and rise another 30 feet above the surface.

The two tunnels which form the underwater part of the project are being built in sections on shore and assembled underwater. In engineering terms they are known as trench-type tunnels — so

named because they are built in a huge open trench that is dredged across the bottom of the sea rather than bored through it.

Altogether 37 huge double walled steel tubes, each 300-ft. long and as wide as a street will be used. Thimble Shoal Tunnel, 5,738 feet long, will have 19 sections and Baltimore Channel Tunnel, 5,450-ft., will have 18. These tubes are being pre-fabricated on a slipway in Texas, launched like ships, and towed 1,700 miles to Norfolk where they are fitted out.

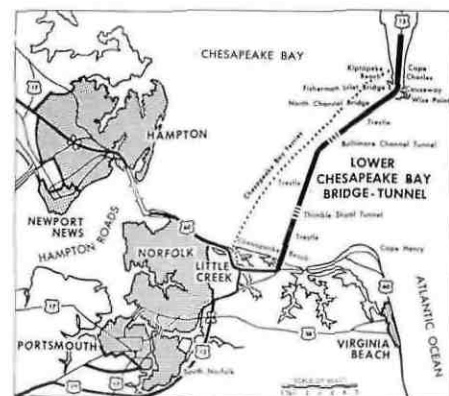
By the time it is ready to be lowered to the bottom of the Bay, each section will have been lined with a solid layer of concrete and fitted with a roadway, pipelines for water supply and drainage, conduits for water supply and communications, ventilation ducts and flues, and electrical boxes and outlets.

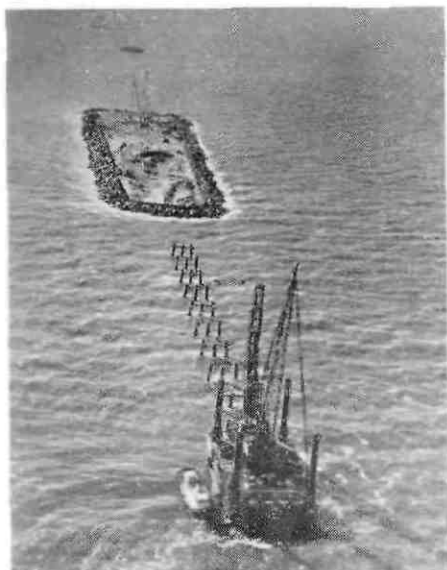
As a final step at the fitting-out basin, carefully calculated amounts of concrete are filled between the outer and inner shells of the tube until it is barely afloat. It is then towed to the tunnel site and shackled to a lowering device moored above the precise spot where it is to be sunk. Instruments set up on survey towers enable engineers to align each tunnel section. Once in position, additional concrete is pumped from a floating mixing plant into the space between the shells until the tube can no longer stay afloat. Then, guided by the lowering device, it is gently sunk to the bottom.

The trestles which make up about two-thirds of the crossing consist of 75-ft. spans of pre-stressed concrete girders and deck, supported at each end by three hollow prestressed concrete cylinder piles driven deep into the bed of the bay.

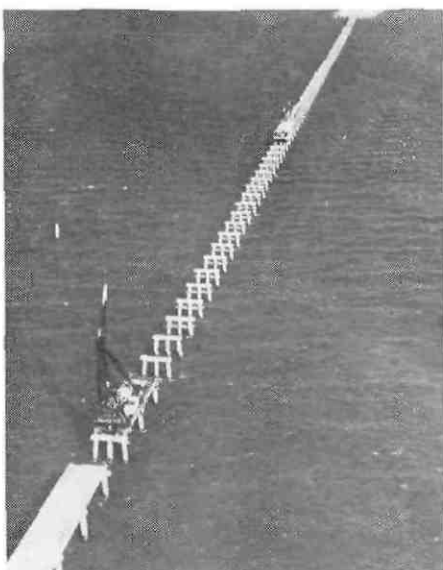
Because of the difficulty of operating

This shows how the Chesapeake Bay Bridge-Tunnel will connect the lower tip of Virginia's eastern shore with the Hampton and Norfolk areas of the American state





A pile driver sets concrete piles leading to one of the four man-made islands in the Chesapeake bridge-tunnel project. These islands are made up of a million and a half tons of sand and 300,000 tons of rock built in water 30 to 40 feet deep and rising about 30 feet above the surface




A line of pre-stressed concrete piles supports the trestles that make up some two thirds of the 17½-mile long highway. These piles are driven from a self-elevating mobile platform with legs that 'walk' at the bottom of the bay. This overcomes the difficulty of operating floating equipment in adverse weather

floating equipment under adverse weather conditions, the piles are being driven from a self-elevating mobile platform with legs that 'walk' the bay bottom. This rig operates high above the effect of waves, even in difficult weather.

During its first year of operation the bridge-tunnel is expected to carry more than 5,500 vehicles each day, compared with an average of 2,000 a day carried by the ferries in 1962.

ICFTU women's conference on equal opportunities

 THE NEED TO REMOVE OBSTACLES to the achievement of equality and progress for women workers was stressed in the course of the women's conference organised in Vienna by the International Confederation of Free Trade Unions earlier this year. Some 60 women trade unionists from 25 countries of Asia, Africa, the Middle East, North and Latin America and Europe attended the meeting.


The importance of equality of employment opportunities was underlined in the course of the conference and the delegates urged all countries to ratify and implement Convention 111 of the International Labour Organization concerning discrimination in employment. The need was emphasised for greater opportunities for women's education, and access to jobs at present reserved for men; delegates expressed the hope that ILO Convention 100 concerning the principle of equal pay for work of equal value would be ratified by all

countries. Mention was also made of the importance of social welfare for the working housewife and mother. In conclusion the conference agreed that all free trade unions will have to do everything in their power to help find a solution to the particular problems facing women workers.

The conference was addressed on its opening day by Anton Benya, Acting President of the Austrian trade union federation ÖGB, and Mrs. Jacobi, Vienna Town Councillor, who greeted the meeting on behalf of the city's Lord Mayor. The ICFTU was represented by Assistant General Secretaries Alfred Braunthal and Herbert Tulatz, and by Marcelle Dehareng of the Women's Section. Tulatz emphasised in his speech that it is because women have been so greatly affected by recent changes in the world - the rise of the workers to economic and political equality, and later, the awakening of the colonial peoples - that the ICFTU, representing 57 million workers throughout the world, attaches so much importance to the


problems of women workers. He said the conference would 'test the past with the evidence of the present and rethink our tasks anew.'

Pilots offer prize for jet noise abatement

 THE BRITISH AIR LINE PILOTS' ASSOCIATION is offering a £500 prize to anyone who can find a way of reducing the noise of jet aircraft engines. And the government is considering making it up to £1,000 to show its approval of the idea and to encourage companies connected with aviation to make the prize even bigger.

A spokesman for the pilots' association said: 'This prize is an indication of pilots' concern about the effect of aircraft noise on the public.'

High court trules no airline colour bar

 A SUPREME COURT DECISION in the United States has cleared the way for the employment of negro flight crews by United airlines. The case revolved around a negro, formerly a captain in the USAF, who had applied for a pilot's job with Continental Airlines, had the necessary qualifications, but had been turned down simply because of his colour. In a unanimous decision, the Supreme Court quashed a Colorado State court ruling that anti-discrimination laws could not be applied to interstate transport undertakings.

(Continued from page 190)


visory Board from staff of the Ministry of Labour because this cannot allow room for independent decision on vital issues. One would have thought that the government should remain as a neutral body so that when difficulties arise, they would be able to arbitrate. The foregoing demonstrates quite clearly that the whole scheme has become a blind alley experiment because of the government having direct interest. Obstacles are being placed in the way of the union leaders who fought consistently to establish harmonious relations between the employers and the workers.

However, my aim is not to discredit anyone but to call on all the dockers, the employers and, the government to think in terms of working out a new plan which will lead us out of this blind alley to a more realistic and bold *Dock labour adventure* that will reflect both the wishes of the workers and to a great extent enhance the prestige of the country's industrial competence.

News from the Regions




Farewell to Brother Oti

 THIS PHOTOGRAPH was taken on the occasion of a farewell party in honour of Brother Nwafor A. Oti, former General Secretary of the ITF-affiliated Railway Technical Staff Association of Nigeria, who was recently promoted to the post of Wharf Superintendent in Port Harcourt, Eastern Nigeria.

Brother Oti is seated in the front row, centre; on his right is Brother B. P. Thomas, President of the Union, and next to him (second from left) is Brother Emile Laflamme, ITF Representative. The present General Secretary of the union is Brother A. M. O. Anigbo (third from left, back row). Others shown are members of the union executive and office staff, together with guests.

What the South African businessman thinks

 THIS EDITORIAL from *Business News*, Johannesburg, shows that even business circles in South Africa realise the folly of apartheid legislation by

the South African government. Whilst we cannot subscribe to the reasons for their opposition to the inhuman Bantu Laws Amendment Act – self-interest predominates – we nevertheless find it interesting that the SA government cannot even count on the support of those who one might have thought would naturally have welcomed any measures designed to subject the will of the African worker to his ‘master’.

‘When this newspaper reluctantly and rarely touches upon politics it is only when legislation impinges adversely on commerce and industry. It would be idle to pretend that the Bantu Laws Amendment Bill, with its further regimentation of the non-European worker, is not going to have a further adverse effect on overseas investment and confidence in us.

An adverse factor in our business background is that the authorities will not leave the non-European worker alone.

Our rulers keep on prodding and exacerbating the non-Europeans with more and

more restrictive legislation. The Bantu Laws Amendment Bill, with its obvious classing of the Bantu just as ‘gangs’, of workers to be pushed around wherever wanted – with the pitiful break-up of family life – is another jab at the independence of the workers. Surely, job reservation and influx control were sufficient aggravations and torments?


None of this is lost on the overseas observer. As our non-European labour force gets more nervy and resentful, so our chance of taking top place in the investment world – as we could – recedes.

No ruling party can admit that it is wrong. So this harsh legislation will go forward. One can only pray that it will be applied with all possible *humanity and consideration*.

Do employers know what they have under their hand here? Do they realise the massive, infinite surge of power that the Bantu can give – if his imagination is lit up? If the job is made colourful and the Bantu workers are consulted humanely and confidentially, they can do a tremendous job for their European employers.

But, it must be said, legislation such as the Bantu Laws Amendment Bill can only stultify eagerness to work.’

Conference of the Indonesian railwaymen

 THE CONGRESS OF THE ITF-affiliated Indonesian Railway Workers’ Union (PBKA) was held recently in Bandung, and the ITF was represented by Brother Lester L. Zosel, Special Representative on International Affairs for the US Brotherhood of Railway Clerks. Brother Zosel reports that the Congress was a model of democratic procedure, the delegates working from 8 a.m. to 6 p.m. with a one-hour lunch break. He was greatly impressed by the diligence of those attending.

One of the most important of the many actions taken by the Congress was the adoption of a resolution which will prevent members of the communist railway workers’ union from participating in or benefiting by the facilities of the BSP, the



Dr. Kusna making his Presidential address to the Congress of the Indonesian Railway Workers' Union. Brother Zosel, ITF representative at the Congress, described it as a model of proper democratic procedure



Brother Lester L. Zosel, of the US Brotherhood of Railway Clerks, bringing the fraternal greetings of the ITF to the Indonesian union. He congratulated the union on the remarkable progress made since 1948

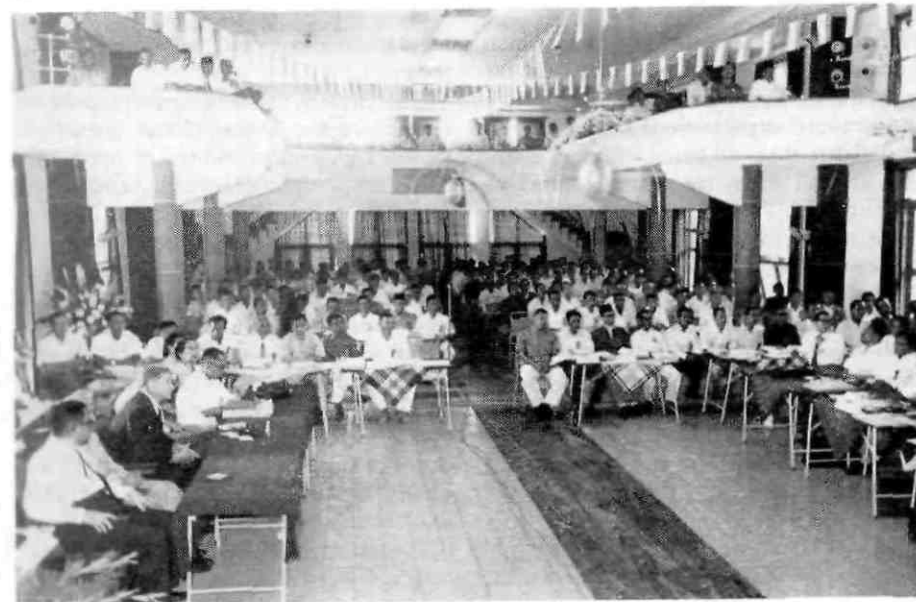
complex of cooperatives owned and operated by the PBKA.

Dr. Kusna and Brother Tambunan were re-elected President and General Secretary respectively and Vice-Presidents were appointed for the first time. First V-P is Brother Wahab Bakri and the Second V-P Brother Sutrasno.

In a speech congratulating the PBKA on its fifteenth anniversary, Brother Zosel said:


'If we can make a comparison between the PBKA and a young man of the same age, we come to a remarkable similarity. Generally speaking, both are lusty, strong and still growing. Both are exhibiting an adult air of confidence. But of greater importance is the fact that both are looking to the future with eager eyes. Unlike many people, I regard a teenager, a young man of fifteen years, as an important part of society.

General view of the hall during the congress of the ITF-affiliated Indonesian Railway Workers' Union (PBKA) in Bandung earlier this year. The PBKA also celebrated its fifteenth anniversary on this occasion, having made remarkable progress during this time



It is on his shoulders that we place a responsibility for the future. In the same manner I firmly believe that a great part of the future of free and democratic unionism in Indonesia rests upon the shoulders of the PBKA. This is a heavy responsibility. It presents a challenge to you - one which I am sure you will accept.'

ICFTU course for Indian railwaymen

 TWENTY-EIGHT trade unionists from the railway industry, fourteen each from two affiliates of the ICFTU from India - the INTUC and the HMS - attended the first joint specialized course for railway workers held in the Asian Trade Union College in Calcutta from April 29 to May 25, 1963. Twenty-six out of the twenty-eight participants of the course held responsible positions in their respective unions at branch

level in addition to their railway work.

The subjects covered in the course were: What is a trade union; Union constitution and combinations; Problems of organization and administration of trade unions; Labour legislation relating to railwaymen; Labour economics with special reference to the economics of the railway industry; Problems of collective bargaining; and Workers' education. A few sessions were also devoted to the subject of workers' participation in management.


The above subjects were covered through discussions on the basis of the working papers of the College. For more realistic discussion of the problems of organization and administration, a questionnaire was distributed among the participants one week before the subject came up for discussion in the class. The questionnaire was filled in jointly by the participants from each union during their spare time. This gave them the opportunity of analysing the organizational problems of their unions before coming to the class. In class, the questions were taken in turn. Each group read its report on one question and was given the opportunity of verbal explanation as well. Then the problems and their solutions were thoroughly discussed by the whole class. It was encouraging to find that during the evaluation session, which was held towards the end of the course, the participants expressed their appreciation of this method.

During discussions on problems of organization of union meetings, it was suggested that a mock parliament might be organized so that the participants might have the opportunity of practising parliamentary procedure. The advisability of introducing the check-off system of dues collection was selected as the subject for debate in the mock parliament. The participants were supplied with a note on parliamentary procedure one week in advance to enable them to become further acquainted with it. The session proved to be very interesting. Although most of the participants had been organizing union meetings, and most of them had participated as delegates in conferences of their respective unions, they still made many mistakes in conducting the meeting. The next day two sessions were devoted to evaluating the mock parliament session, and a more thorough study of parliamentary procedure. This was an interesting experience for all concerned and the participants considered it highly educative.

American labour in politics



A conference of a local branch of the AFL-CIO's Committee on Political Education, one of whose main activities is its 'Register and Vote' campaign (AFL-CIO photograph)

 THERE HAS NEVER BEEN A TIME when trade unions could hope effectively to prosecute their ideals and their tasks of improving the life and working conditions of their membership without entering the realm of politics. In many cases this was not their own choice, but an expedient made inevitable by the social and economic framework in which they were operating. From the earliest days the very existence of trade unions was attacked through legislation prompted by the employers' desire to see them obliterated from the face of creation, so that organized working men had no choice but to send their organizations into the political arena to counter these attacks.

Nor is merely a defensive reaction which brings trade unions into the field of legislation. Many of the conditions which the workers' organizations hold to be essential for the well-being of their members are not attainable through collective bargaining with the employers, but have to be sought through government action.

The trade union movement of the United States has been no exception. Whilst it does not identify its interests with those of any single political party, the American labour organisations have always recognized that they cannot remain aloof from political activity. At the first convention of the American Federation of Labor in 1881 the programme adopted included a call for twelve specific pieces of legislation, and the thirteenth point called for the election of

legislators who would be willing to pass them.

The history of workingmen's political activity in the United States goes back to the eighteenth century, in opposition to unjust colonial legislation, and in demands for civil liberties and political equality with the privileged class. In May 1828 the Workingmen's Labor Party of Philadelphia became the first labour party of the modern world, followed in 1829 by the New York Workingmen's Party to protect the 10-hour day. Other parties emerged out of the 10-hour movement, and later broadened their policies to include demands for public education, particularly of children working in factories. All these parties were short-lived, but their existence had not been entirely in vain, for the

established parties adopted their causes. To such early associations can be attributed much of the credit for the establishment of the public school system, the abolition of imprisonment for debt, currency reforms and the removal from unions of the stigma of criminal conspiracy.

The National Labour Union, formed in 1866, had a certain degree of success in lobbying before Congress and state legislatures for 8-hour day legislation. However, after a serious strike wave in July 1877, quelled by hostile state and federal troops, a number of workingmen's political parties again sprang up, the most significant of which was the Greenback-Labor Party which obtained the election of 14 candidates to Congress in 1878. A number of laws favourable to labour were passed as a result of this victory, and by the time the American Federation of Labor was formed in 1881 there was already a firm and vigorous tradition of political activity for the new body to draw upon.

However, from the start it was determined that the AFL should neither form its own party nor ally itself formally to any one of the established parties. The pattern of non-partisan political action was championed by its president, Samuel Gompers, and in 1893 the Federation's political programme included calls for compulsory education, the 8-hour day, government inspection of mines and workshops, employer liability for injuries on the job, and the abolition of sweat-shops. The efforts of the AFL along these lines were rewarded between 1886 and the turn of the century by the passage of much state legislation incorporating these demands.

The early years of this century saw massive attempts by the employers' organizations to destroy completely trade unionism in America. Led by the lobby of the National Association of Manufacturers, they obtained the defeat of the 8-hour day and anti-injunction bills in 1902 and defeated pro-labour candidates in 1904. The unions at this time also suffered from a series of extremely unfavourable court decisions. In the elections of 1906, therefore, the AFL Executive Council established 'Labor's Representation Committee' which issued a 'textbook' on political issues, endorsed candidates for the first time and conducted a fundraising campaign to assist them. This established the pattern of non-partisan activity which has been followed to the present day.

The AFL campaigned vigorously in subsequent elections; in 1914 the Clayton Act gave a measure of relief against labour injunctions and the following year a law was passed granting rights and protection to seamen on vessels of American registry. The pendulum swung against labour again after the First World War and the AFL supported the independent presidential candidacy of Robert La Follette in 1924. However, for the rest of the 'twenties and most of the 'thirties there was virtually no organized political activity by the labour movement, which had its hand full attempting to maintain membership.

President Roosevelt's New Deal with its welfare measures, Social Security Act, public work programmes, and the Wagner Act giving protection of the workers' right to organize and bargain collectively, naturally met with strong support from the labour movement. In 1936 the

newly-formed Congress of Industrial Organizations aided the campaign for Roosevelt's re-election. The Senate investigation of election expenditure which followed completely refuted allegations that union funds had been improperly used.

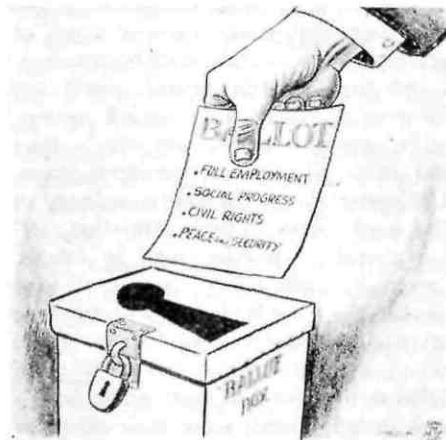
After the Second World War the trade unions were engrossed in getting long-delayed pay increases and their failure to play a very active part in the election campaign resulted in a reverse for labour's friends. The Taft-Hartley Act of 1947 on dispute procedure was passed in line with the wishes of the National Association of Manufacturers, and in order to fight this the AFL created Labor's League for Political Education which helped re-elect President Truman in 1948. However, the Taft-Hartley Act was not repealed.

The merger of the AFL and the CIO in 1955 led to the formation of the Committee on Political Education (COPE) as an amalgamation of Labor's League for Political Education and the CIO's Political Action Committee which had been formed in 1943.

The main points of the American labour movement's political programme today are: fair labour-management legislation; taxes based on the ability to pay; slum clearance and adequate housing; effective measures to counteract unemployment, which has been running at about 5.5 per cent or more for some considerable time; effective unemployment insurance and just workmen's compensation laws; good schools and better pay for teachers; fair treatment of immigrants and civil rights and liberties for all; and the introduction of a health insurance plan for the aged.

In order to promote the above aims,

The preoccupation of the American labour movement with promoting progressive legislation and ensuring the return at elections of candidates sympathetic to the aims of the trade unions is demonstrated in these cartoons which have appeared in the AFL-CIO News




the AFL-CIO seeks to obtain the election of legislators who support them. It is obvious that such candidates, favourable to labour, can only expect to get money for election expenses from working people, and the COPE annual fund-raising campaign – the COPE dollar drive – helps to provide this. Trade unionists are encouraged to give one dollar, of which 50 cents goes to the state where the contributor lives and 50 cents to help pay for key elections elsewhere.

The other activities of the Committee on Political Education are centred on the Register and Vote campaigns. The task of COPE, according to its constitution, is to encourage workers to register and vote, to exercise their full rights and responsibilities of citizenship and to perform their rightful part in the political life of the city, state and national communities'.

COPE is made up of local and state committees of AFL-CIO members and a national committee consisting of the AFL-CIO Executive Council and officers of International Unions. Policies are determined by the national committee in the light of decisions of the AFL-CIO convention. COPE reports facts about issues and candidates. It follows and publishes the voting records of elected officials; records the success or otherwise of pro-labour legislation in Congress. AFL-CIO representatives give evidence to congressional committees on issues in which the labour movement has an interest.

COPE helps to educate AFL-CIO members to that they will vote, and vote intelligently. COPE workers carry on registration drives and try to get out the vote on election days so that the result will be a decision of the true majority of the people.

Accidents in the abstract

 THE AIM OF THE STUDY OF accidents and their causes in general is presumably to reduce and prevent their occurrence. In order to prevent accidents we need full knowledge of their causes. One might expect that a book with the title 'The Causation of Bus Driver Accidents' * contributes towards this, but to what extent it does so is, for a layman, hard to guess. The highly technical character of the book necessitates the use of the word 'layman', though one would have thought that accidents were concrete events with concrete causes and that thorough investigation and intelligent discussion would enable the appropriate au-

thorities to adopt the most effective preventive measures. Apparently however there is more to it than that.

The authors W. L. Cresswell and P. Frogatt, state in their preface: 'Little is known about the causation of accidents. We hope that this contribution to the literature on the subject might stimulate other investigators to unravel the tangled skein of accident epidemiology.' We hope so too, for 'tangled skein' is the right word. The study is based on research carried out between 1951 and 1955 into the accident experience of bus drivers employed by Belfast Corporation Transport and the Ulster Transport Authority in Northern Ireland. The facts and findings are translated throughout the book into abstract mathematical terms and statistical technicalities. The lesser intellect is spared nothing. But if he is able to wade through 'micro-splanchnic, macrosplanchnic and normo-splanchnic types', 'higher mesomorphy somatotype components', 'Bivariate Negative Binomial Marginal distributions', an abundance of statistical tables – the algebraic formulae are fortunately relegated to a section outside the main text – the quotations from Goethe and Dante, and all the various other subjects which to the uninitiated appear to have absolutely no relevance to bus drivers' accidents, he comes across occasional sections in which factual information is presented and discussed as such.

Parts of the book deal with the influence of a driver's personality on his accident record. The authors go at considerable length into previous work which has been done on the same subject. In particular they mention a survey of taxi drivers which was made in London, Ontario, Canada, in 1949. Statistics from that survey are reproduced which indicate that out of two groups with respectively high and low rates of accident experience more members of the high accident group showed signs of emotional or social maladjustment – came from broken homes, could not keep jobs, admitted to sexual promiscuity, drinking on the job, etc. – than did those of the low accident group. Criticising these results the authors of the book under review state that certain essential variables, such as mileage driven by each driver, period of time licence had been held, etc., had not been taken into account. And indeed in the survey they themselves undertook more subjects of a low accident group had a high maladjustment score than did those

of the high accident group, with which it was paired.

A great many theories and views on how and to what extent psychological abnormality and emotional imbalances play a part in the causation of accidents are discussed in the study of Cresswell and Frogatt, but it appears that no hard and fast conclusions can be drawn on a general level. It is clear from their work however that temporary circumstances in a driver's personal life which cause him emotional stress do coincide with a higher frequency of accidents in his driving. This phenomenon has been established in a large number of studies and is common to all workers exposed to an accident risk. It is commonly found however that once an individual's temporary anxiety is resolved his tendency to incur accidents decreases. An example quoted is that of a fitter aged 29: 'Five years previously his fiancée had died. His father, mother, one sister, and two brothers were killed in an air raid on Belfast in 1941. He went to live elsewhere and became engaged to his host's daughter. His second fiancée died in 1944. He had six accidents in the first week after this catastrophe... The following week he had five more accidents'. All during this time he showed symptoms of acute emotional stress, had headaches, slept little and was disturbed by a recurring nightmare. After the inquest of his fiancée's death he took a holiday, and for the rest of the year he had no more accidents.

On the data examined the authors have formed the opinion that though certain individuals may be permanently 'accident prone' because of psychological peculiarities of their own, a much more widespread phenomenon is that of a temporary tendency to sustain an accident associated with some stress to which the individual is subjected during a difficult period in his personal life.

This book is a work of statistical research intended for other specialists. To prevent accidents effectively it is obviously essential to get at their causes. 'The Causation of Bus Driver Accidents' has done this, but unfortunately in such a way as to make it impossible or very difficult for those most intimately concerned with the problem of accidents, the drivers themselves, to gain any benefit from reading it. We prefer to leave such books in the hands of the scholars in their academies and hope that one day

(Continued on page 200)


US labour department 50 years old



Arthur Goldberg was America's eighth Secretary of Labour. He took office when the Kennedy administration moved into Washington in January 1961 (USIS photograph)



Willard Wirtz, Present Secretary of Labour, took over from Goldberg in August 1962, to become the ninth man to hold that office since the creation of the Department in 1913

 THIS YEAR marks the fiftieth anniversary of the United States Department of Labour. Prominent personalities in labour, government and industry attended a banquet commemorating the occasion on 28 March. The guests listened to a speech by the present Secretary of Labour, W. Willard Wirtz.

American labour had been pressing the government for some time before 1913 to establish a department of labour; a department had in fact existed before then but with no executive powers and no place in the cabinet. Labour's campaign continued and on 4 March 1913 a Department of Labour with full executive status was created giving labour a place in the Cabinet. Its first Secretary was William B. Wilson, who had energetically supported its creation in Congress.

The declared purposes of the new department, set out in the Act of Congress which created it, were to 'foster, promote and develop the welfare of the wage earners of the United States, to improve their working conditions and to advance their opportunities for profitable employment'. Indeed the underlying theme of the Department's activities over its fifty years of life has been, in the words of Willard Wirtz, 'to make the economy of the United States a human as well as a technical success'.

Since 1913 the Department has rendered valuable service to the American nation and to its working men and women in particular. Among the challenges with which it was confronted in the beginning were child labour and the vast numbers of immigrants who were flooding onto the American labour


market at that time. Two wars have made demands on the department's resources firstly in co-ordinating employment to meet the needs of the national war effort and secondly in reorganizing the labour force for the reconversion of industry to peacetime operation. In peacetime the Department has directed its main efforts towards increasing security for the individual worker caught up in the process of change first of all to mass production and in more recent times to automation.

In the beginning the Labour Department consisted of four bureaus, but their number soon increased. New bureaus have always been set up in response to need and those which no longer had any vital function to perform were discontinued. The history of the Department shows a record of constant response to the many changes which have occurred over the past fifty years on the American social and economic scene.

It is a Department which more than any other has had to keep abreast of technological developments so as to be able to plan measures and programmes which will safeguard the interests of the individual amid changes and developments which benefit the community as a whole.

The course of events in American industry has necessitated reconditioning the labour force so that, rather than suffer as a result of technological change, workers may be equipped to meet the new opportunities which are presented. Five million more skilled workers than are at present available will, according to the Secretary of Labour, be needed during this decade. Retraining schemes are being worked out to enable workers to take advantage of the new job opportunities. The United States Department of Labour is taking the offensive with change 'making it the instrument of man's deliverance instead of permitting it to become the instrument of his destruction'.


Award for women taxi-drivers

 SILVER BADGES for five years-accident-free driving were awarded recently to four women taxi-drivers in Stockholm. This was an honour for a relatively new group of workers - only one woman has received this award before. 10 years spotless record entitles a driver to a gold badge like the silver one, both of which are presented by the Swedish motor insurance company run by the taxi operators' union.

Women taxi-drivers first became part of the Stockholm scene in 1953. One of those who received the silver award, Mrs Maj Rönngren, has driving in the blood. 'My grandfather was a lorry driver, my father drives a bus.' She started on the taxis in 1956, and has never regretted her decision. Now there are about 100 women taxi drivers in Stockholm. The difficulties with passengers which the pessimists foresaw at the beginning have not materialized. 'On the contrary, the men are sometimes almost too correct and overpolite when they realise the driver is a woman' declares Mrs Rönngren.


At present there are about 1,200 taxis in Stockholm, with a regulation two drivers per vehicle. The women drivers, as well as the men, work shifts - day duty for four days, one day off, night duty for four nights, one day off etc.

Tachographs in coaches and taxis

 ACCORDING TO A NEW SWISS regulation, motor vehicles which are engaged in the transport of passengers are obliged to be fitted with an approved tachograph. The regulation will not be applied strictly until 1 January 1964 to existing vehicles, but new coaches and taxis must be equipped with tachographs

as from 1 July this year, otherwise they will not be granted operating licences.

Decisions of Railway African Union conference


 THE TANGANYIKA RAILWAY African Union held its Annual Conference in June this year, and has sent us a report covering items of interest to the ITF.

Delegates adopted the report of the union's Africanization Commission, which recommend that all jobs other than those which are highly technical should be Africanized forthwith, and that funds be made available for the purpose of training Africans in the technical field. The union has urged that the report be implemented as soon as possible.

The conference also discussed Tanganyika labour legislation banning strikes and giving wide powers to the Minister of Labour. Delegates voted unanimously to urge the Tanganyika Federation of Labour to press the government to reopen negotiations to amend this legislation.

The conference also decided as a matter of urgency to seek representation of the employees of the East African Common Services Organization (EACSO) on the East African Central Assembly, a body which decides on the policies affecting these workers. Linked to this decision was a resolution calling for the formation of a Central Committee of the Trade Unions of the EACSO, representing all Common Services unions in Kenya, Uganda and Tanganyika in order to have a united voice on all matters affecting these organizations and their members.

A well deserved honour

 FROM 1903 when it was established, the Swiss Federation of public service unions (Union Fédérative) had its headquarters in Basle, in Lucerne, in Saint-Gall and in Geneva, according to the wishes of its presidents. On 11 August 1922 a special delegate conference decided on Berne as the headquarters of the executive committee and elected Brother Robert Bratschi, then the General Secretary of the Swiss Railwaymen, as President of the federation.


He held this (part-time) position for more than thirty-one years, i.e. up to the end of 1953. He led the Swiss Railwaymen from 1920 to 1953, first as General Secretary, and then from 1946 as President. He was also an executive member of the Swiss national centre, of



which he was President from 1943 to 1954.

This extremely distinguished period of service to the Swiss trade union movement, to which has also been added a long and fruitful parliamentary career, won for Brother Bratschi the title of Honorary President of the public service federation in recognition of the unanimous regard in which he has been held by employees of the public service throughout several decades of tireless and devoted work on their behalf. This honour to Brother Bratschi, ITF President from 1950 to 1954, was part of the 60th anniversary celebrations of the public service federation.

Birds hazard to aircraft

 Pilots are being asked to report to British Air Traffic Control any concentration of birds which is considered to be a potential hazard to aircraft.

They are also asked to report to ATC any bird strikes which occur, whether they result in serious damage or not. Although there has always been a danger to aircraft from collision with birds, the increasing number of jet and turboprop aircraft has caused this danger to become more acute. The danger of collision with birds is especially present during take-off and landing, when large concentrations of birds are more likely to be met.

(Continued from page 198)

one of them might do us the favour of extracting the facts from the mathematics and present them to us in intelligible language so that we may be able to use them for practical ends.

* Oxford University Press, 45s.

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 (Ex
Faroe Islands * Finland * France * Germany * Great Britain
Greece * Grenada * Honduras * Hong Kong * Iceland * India
Indonesia * Israel * Italy * Jamaica * Japan * Jordan * Kenya
Lebanon * Liberia * Libya * Luxembourg * Madagascar * Mali
Malta * Mauritius * Mexico * The Netherlands * New Zealand
Nicaragua * Nigeria * Norway * Nyasaland * Pakistan * Panama
Paraguay * Peru * Philippines * Poland (Exile) * Republic of
Ireland * Rhodesia * El Salvador * St Lucia * Sierra Leone
South Africa * South Korea * Spain (Illegal Underground
Movement) * Sudan * Sweden * Switzerland * Tanganyika
Trinidad * Tunisia * Turkey * Uganda * United States of
America * Uruguay * Venezuela * Zanzibar

Publications for the world's transport workers



Editions of Journal

International Transport Workers' Journal

Internationale Transportarbeiter-Zeitung

ITF Journal (Tokyo)

Transporte

ITF-aren

Editions of Press Report

Pressebericht

Pressmeddelanden

Communications de Presse

Boletín de Noticias (Lima) Three separate editions in Spanish, Portuguese and English

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