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Comment

More about the Regions

 THIS ISSUE OF THE ITF JOURNAL sees a greater concentration than usual on information about the developing areas to which the ITF is at present devoting a large part of its resources. It will be our future editorial policy to give over more space in every third issue of the Journal to analysing in one way or another the progress which our affiliates have made or can expect to make in these areas of the world, and to describing how the ITF assists them.

In this edition, for instance, we give an account of the extremely long and difficult struggle which the Philippine Transport and General Workers' Organization has had with the government over collective bargaining and organizing rights for a section of its membership in the port of Manila. This was a dispute which had its roots in the government's hostility towards the existence of a strong, militant and efficient trade union, and its desire to see that union weakened to the point of collapse. The union's eventual victory, due in no small part to the moral and financial support of the ITF and its affiliates, was a practical lesson in the value of national determination and international solidarity.


Our leading article on new labour legislation in Turkey and the emergence of that country's trade union movement as a force to be reckoned with also has a wider relevance. The laws on trade union organization and collective bargaining might well serve as a model to many countries facing similar problems, and the tasks which Turkey's relatively new labour movement has to face are common to many of the developing countries.

The activities of the ITF's own regional representatives are also described — 'Free labour training in Brazil' and 'Trade union events in Nigeria' — and it will be seen that these range over a wide field, from organizing trade union seminars to addressing branch meetings and giving advice on almost every subject under the sun. Finally, 'Communists in Latin American labour', based on material from Brother Fernando Azana, ITF Regional Director for Latin America and the Caribbean Area, gives a broad picture of the tactics adopted by the communists in their efforts to dominate the trade union movement in the South American continent, and their prospects of success.

Turkey's trade unions enter a new era



View over the port of Izmir, where the course for railwaymen trade union officials and members was held. The course enabled ITF representatives, Brother Imhof, Assistant General Secretary, and Golding, Research and Publications Secretary, to get to know something of the Turkish labour movement and exchange views with the participants

 AT THE END OF SEPTEMBER LAST, the Organization for Economic Co-operation and Development (OECD) invited the ITF to supply two speakers to lecture on the work of the ITF and railwaymen's problems at a seminar for members and officers of the Turkish Railwaymen's Federation (an ITF affiliate) held under its auspices in Izmir. The seminar, one of a number organized by the OECD this year for workers in various branches of Turkish industry in co-operation with the Turkish national centre Türk-Is, is not only provided the ITF speakers – Bro. Hans Imhof, Assistant General Secretary, and Ken Golding, Secretary of the Research and Publications Department – with a much appreciated opportunity of talking to the students about the activities of the ITF and trends and problems affecting railwaymen throughout the world, but also enabled them to have detailed discussions with officers of both the Railwaymen's Federation and Türk-Is, and to learn a great deal about current developments in the Turkish trade union movement as a whole and the tasks which it will have to tackle in the immediate future.

Brother Hans Imhof (second from left), who lectured at the recent course for Turkish railwaymen at Izmir, with Turkish railway trade unionists. The course was run under the auspices of the Organization for Economic Cooperation and Development



Brother R. Tetik (left), of the Turkish Railwaymen's Federation, was among the Turkish trade union officials who helped organize the OECD course. He is talking to the manager of one of the eight Turkish railwaymen's holiday homes in Izmir



count of the present position of the trade union movement in Turkey and of recent trends which are certain to have very significant repercussions on its further development and progress. In succeeding numbers of the ITF Journal we hope to be able to publish additional articles detailing the situation and problems of the ITF's own affiliates in Turkey and possibly also dealing with those other groups of transport workers who are now beginning to organize themselves.

The first thing which has to be appreciated about the Turkish labour movement is that owing to a very special combination of historical circumstances there is practically no tradition of trade union organization or ideals among rank-and-file Turkish workers. Trade unions



This photograph was taken during a most unusual form of labour protest — a 'beard strike' by railway union members who refused to shave until they obtained satisfaction from the railway management. More orthodox forms of trade union action can be organized under the new collective bargaining laws under which strike action has been made legal

were not encouraged at all until comparatively recent years — the first Trade Union Act was not passed until 1947 — and the movement of today is consequently a very young one. There was, for example, no national centre until the formation of Türk-İs in 1952 and much of the impetus towards systematic trade union organization has come not from the workers themselves but from above. This work has been spearheaded by Türk-İs itself and by the few national industrial federations which came into being at more or less the same time, although local and regional organizations — some of which are quite powerful — have also played their part in this process. Since the democratic revolution of 1960 and the relaxation of restrictions on trade union freedom which this brought, there has been a strong increase in trade union organization and equally strong efforts to educate workers in trade union policies and practice. Türk-İs and its regional offices have done an excellent job in spreading the message of trade unionism to all parts of the country and in encouraging the amalgamation of the numerous small local unions previously existing into larger groupings. The eventual aim of these efforts is the creation of a number of industrial federations, capable of representing the interests of their membership at national level and of uniting the strength of the local unions.

On the whole, it is clear that Türk-İs has become a recognized feature of the

Turkish industrial scene and is both influential and relatively powerful. The present democratic government is strongly in favour of an effective free trade union movement as a force for social progress and the further modernization of the country's life and industry. It has expressed its support of trade union development by relaxing many of the restrictions previously placed on Turkey's organized workers and by introducing new legislation which provides the trade unions with freedom never before enjoyed. There are, for example, no longer any restrictions on the affiliation of Turkish unions to international trade union organizations and many national unions have already taken advantage of this changed climate. Türk-İs is a well-established member of the ICFTU and a number of Turkish unions have also joined their respective ITSs. The ITF, for instance, has two of the strongest national federations within its ranks — the railwaymen and the seafarers. Both are making considerable progress in their organizing campaigns, they are well and honestly administered by enthusiastic men at both national and local level.

The international trade union movement itself has been very active in Turkey and new plans are currently being worked out by both the ICFTU and the ITSs to step up their programme of assistance to Turkish unions. Proposals are being drawn up for the stationing of a permanent ICFTU/ITS representative

in the country and for the intensification and co-ordination of efforts to aid the Turkish unions in their difficult task of recruitment, organization and education. The ITF was very early in the field here. Bro. Lawrence White, Assistant General Secretary, was one of the two members of the first international trade union mission to be sent to Turkey following the fall of the Menderes Government and subsequently played an important role in uniting the several small seamen's unions which then existed into a national seamen's federation, which, only a few weeks ago, won an important victory in a representation ballot and is now the officially-recognized spokesman and bargaining agent for Turkey's seafarers — both officers and ratings. In addition, he was also able to help the railwaymen in their efforts to build up their own national federation.

The mention of collective bargaining serves as a reminder of why the whole question of trade union education and its widest possible diffusion has now assumed such importance in Turkey. In July of this year, the Turkish Parliament enacted two major pieces of labour legislation which will have enormously far-reaching effects on the industrial life of the nation. The first of these — known as the Trade Unions Act — formally regulates the right of Turkish workers to establish and join trade unions, it being clearly laid down that such unions shall be based on the industrial principle. The trade unions are furthermore to be completely independent and may neither give nor receive aid from political parties. The employers are expressly forbidden to interfere in any way with the formation, administration or activities of the unions. In addition, where at least one-quarter of the workers in an enterprise belong to a union, the employers have the obligation to operate a check-off system and collect dues on the union's behalf.

This law, in other words, gives the trade union movement not only a new standing and a new legal protection, but also provides it with an opportunity to achieve a financial stability which it has never previously enjoyed. However, the second law will certainly have far more revolutionary effects both on the work of the trade unions themselves and on the Turkish industrial scene as a whole. Under it, Turkey's workers for the first time in their country's history have the right to open negotiations with the employers for the purpose of achiev-



Anti-communist rally organized by Türk-İS on 22 December 1962, in Ankara, capital of Turkey. With the passing of just laws regulating labour relations and bargaining, the free labour movement of Turkey can look forward to a period of increasing strength and greater responsibility. The unions are massing their resources to meet the challenge

ing collective bargaining agreements covering the wages and conditions of work of their membership. The employers for their part are legally bound to accept the invitation of the union to begin negotiations. If they do not, then the union is entitled to call its members out on strike. Once negotiations have started, there are two possibilities: Firstly, of course, there is the successful conclusion of a mutually-acceptable agreement and

its implementation. Perhaps the most novel feature of the new legislation here is the virtual elimination of that old bugbear of the trade unions, the 'free rider' – the man or woman who accepts the benefits of the agreement signed by a union but won't join the union. In Turkey, if they wish to profit from a union agreement then they will have to pay for it in the form of 'solidarity dues' at a rate to be fixed by the union itself

and which can be up to an amount of two-thirds of normal union dues – payable monthly. Where a collective agreement covers the majority of the workers employed in a particular branch of industry, the agreement can be extended by decree of the Council of Ministers to cover other groups of workers. In this event, too, non-union workers who were not formerly covered by the agreement have to pay solidarity dues in order to benefit from it.

If, on the other hand, the negotiations between workers and management result in a breakdown, the law also provides for a compulsory conciliation procedure. The conciliators will number three only. One is chosen by the workers and the second by the employers. The third member is neutral, but is nominated jointly by the other two. If the decision reached by the conciliation committee is not accepted by the employers, then the union has the right to call its members out on strike. When this is done, the employer is *not* allowed to engage new workers on either a permanent or temporary basis to replace workers 'whose rights and obligations arising out of labour contracts have been suspended during the period of a legal strike under any conditions'. Nor can workers on legal strike be thrown out of housing provided by their employers. In fact, the employer is actually obliged during the whole period of the strike to maintain normal services in the shape of gas, water, heating and lighting to such accommodation.

In other words, the Turkish trade union movement – itself a comparatively recent creation with little practical experience of the type of industrial relations which have been normal in most countries for years past – is now faced with the task of educating and training its membership for life in a completely new world – a world in which Turkish trade unionists will for the first time be able to sit down at the negotiating table and have the responsibility of drawing up binding agreements covering the wages, salaries, working and social conditions of workers in many industries throughout the country.

This is obviously a great challenge to a young movement but it is one which has been taken up with enthusiasm and intelligence. The Turkish national centre has embarked on a large-scale programme of teaching which is intended to reach into every corner of this vast and often sparsely-populated country. The realization of that programme is made

doubly difficult by two main factors. One of these – the lack of trade union traditions among the Turkish working class and the unfamiliarity of the workers with the whole idea of working together to achieve a common aim – has already been mentioned. It means however that Turkish workers, like workers in many of the developing countries, have to be made familiar with the simplest principles and techniques of trade unionism which, to most of them, are still completely unknown. It means, too, that not only do they have to absorb entirely new and sometimes puzzling ideas, but that they have to learn that the new and exciting possibilities now open to them – the right to strike, for example – also involve very heavy responsibilities for the ordinary members and union officials alike, at both local and national level.

The second factor inhibiting the Turkish trade union movement's campaign to spread its message into every part of the country is the continued large-scale existence of illiteracy. This, unfortunately, is still one of the facts of Turkish life which has to be taken very much into account in any activity which involves the spread of knowledge. Nor can one necessarily blame previous regimes for the prevalence of illiteracy. The problem itself is not an easy one to solve, but the attempts to eradicate it which began under the rule of Kemal Atatürk, the

founder of modern Turkey, have actually succeeded to an extent which would probably have seemed quite inconceivable in the days of the Ottoman Empire, when something like 90 per cent of the whole population was unable to read and write. Urbanization, the adoption of the Latin alphabet to replace the old Arabic script, and the educational campaigns sponsored by Atatürk have all

played their part in increasing the literacy rate, particularly in towns and cities, but the work of bringing education to the villages still remains an enormous one which will have to be continued for years to come. The greater part of the country is still agricultural and the bulk of the population lives in thousands of small and often relatively isolated villages. To provide schools – and even more to the point, to train teachers – in sufficient numbers to take care of all these scattered rural communities entails a fantastically costly item in the national budget of what is still a comparatively poor country. Nevertheless, the job is being tackled as energetically as limited financial resources permit and the results which have been achieved so far are tremendously encouraging. In the meantime, however, any effort to create understanding of trade union aims and purposes among workers living in rural areas is complicated by the need to employ the spoken word and visual educational methods as extensively as written material in the form of leaflets and pamphlets on basic trade union techniques.

It is against this background of a modern and progressive trade union movement struggling against the age-old problem of illiteracy and traditional attitudes that one must consider both what the international trade union movement is now doing to help Turkish trade unionists and how best it can develop its programme of assistance in the future. The



This picture was taken in the classroom during one of the lectures by Brother Ken Golding of the ITF (far end, right) whose talk is being interpreted by one of the staff of the Türk-Is Training Centre. Assistant General Secretary Brother H. Imhof also lectured



Turkish organized workers themselves are strongly aware that the introduction of the two new laws has provided them with an unprecedented opportunity for consolidating and extending the gains which they have already made since the revolution of 1960. The workers are showing a new consciousness of their potential strength in the country's industrial life and of the benefits which they can now achieve through the trade unions. As a result, there has been a considerable increase in union membership in practically every branch of industry and workers generally appear to anticipate revolutionary changes from the operation of the new laws, and particularly from the one on bargaining.

At the same time, it is also clear that the Trades Union Act will exert a great influence on the future structure of the Turkish movement. There will undoubtedly be a greater degree of centralization resulting in increasing strength and responsibilities for the national as against the local unions. In addition, the proposals made for the creation of a relatively small number of industrial unions will extend this process of concentration even further. In fact, there are already signs that small unions in the 'related' industries scheduled by the Act are realizing that if they are to play any role in the new industrial relations set-up, they will have to pool their strength and resources or to join larger national groupings which already exist. This in turn will create new administrative and communications problems for the industrial federations which are now likely to form the basis of the Turkish labour movement.

The fact, too, that the workers expect so much from collective bargaining once it becomes effective represents a challenge to the trade unions which they must not only take up but take up successively. Failure to produce the results which their members are looking for could colour the attitude of Turkish workers towards the whole idea of trade unions for years to come. Success, on the other hand, will enable the unions to make full use of the opportunities which they have under the new legislation to create a powerful mass trade union movement numerically strong enough to influence the future development of Turkey's industrial and social life for the benefit of the urban and rural working populations alike and financially strong enough to stand on their own.

The latter point is very much in the



Turkish trade union leaders giving information to OECD officials about their activities. Second from right is Mr. Eaton of the OECD and on his left is Mr. Burhanettin Asutay, President of the Izmir regional office of Türk-Is. Izmir is one of Turkey's key cities

mind of Turkish trade unionists. The Turks are a proud and independent people, who do not like to feel that they must rely on outside assistance to improve their country and its institutions. And indeed, they have already by their own efforts transformed what was once the backward centre of a ramshackle empire into a modern industrial democracy in which each Turk feels he has stake.

That independence is strongly reflected in the Turkish trade union movement. During the railwaymen's seminar in Izmir, for example, a Turkish Senator, Ömer Ergün, who also is a member of the Railwaymen's Federation Management Committee and a former Federation President* made an impassioned appeal to the students to accept and propagate the idea that Turkish workers must be willing to make financial sacrifices to build up their movement. This applied not just to their own industrial federations but also to their national trade union centre. The new freedoms provided by Parliament, he said, inevitably meant that sooner or later Turkish workers in at least some industries would be involved in strikes or lockouts. That in turn meant that the Turkish trade

union movement would have to be given the financial resources to support its members when they went on strike. Bro. Ergün emphasized here that Turkish unions neither wished nor could they expect to rely on financial support from the international trade union organizations or from unions in other countries. This was a stage in their development from which they wanted to progress quickly.

To sum up: the Turkish trade unions are not primarily interested at this time in financial aid from abroad except to the extent that this can help to provide them with some of the equipment necessary to carrying out recruiting and educational campaigns in a country of vast distances, isolated communities, and inadequate communications. Even this they recognize as being necessary only during a very temporary phase of their development. Their immediate problem at the moment is to give the widest possible diffusion to information concerning the basic techniques of trade union organization, administration and, most important, of collective bargaining and the negotiation of trade union agreements. The clearest thing which emerged from the Railwaymen's Seminar held in Izmir and particularly from the questions asked by students during discussion periods


* Bro. Ergün is one of fifteen non-Party senators appointed by the Turkish President in their capacity as representatives of the various sectors of public life.

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Round the world of labour



A school on land and water

 TWENTY-TWO YOUNG MEN and women will graduate this month from the University of Washington's College of Fisheries in Seattle. Some of them will take administrative posts in the fishing and food-packing industries in many parts of the world, others will conduct research on the production and control of marine life. All have the same goal — to provide more food for the growing world population.

The College, established by the Washington State Government in 1919 to help local fisheries, has 150 students, 22 from countries overseas. Within easy reach of many freshwater lakes and rivers as well as the sea in Puget Sound, it balances laboratory and class-room work with practical experience. It maintains fish-ponds connected to a nearby water channel by a salmon ladder and also uses the resources of the University's Oceanography Department, such as the research ship *Brown Bear*.

Students assist professors in various research projects. Two scientists, for example, are learning to lengthen the 'shelf life' of fish by exposing it to rays from Cobalt 60, a radioactive isotope. Alaska king crab, they have found, stays fresh about eight times longer after irradiation. A student from Thailand is working on a study of shellfish poisons, sponsored by US Public Health Service.

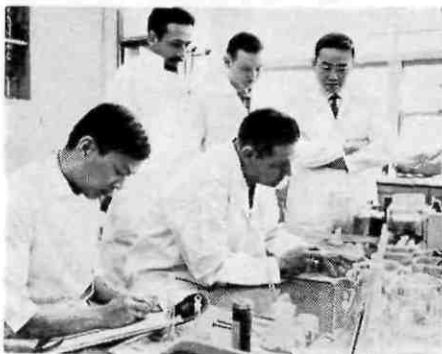
In a long-term experiment, the College had increased the size of trout from 3/4 lb. at the age of four to 10 lbs. at the age of two. The eggs from these trout can produce eight tons of food, says Dr. Lauren R. Donaldson, head of this project. His work with Chinook salmon, mainstay of local fisheries, is even more promising. In selective breeding in spawning ponds he has achieved stronger, larger salmon which breed in three years instead of four.

The ITF Journal also appears in Swedish and German editions.



Students at the University of Washington's College of Fisheries are seen forcing milt from a male salmon on to a tray of eggs from selected females in a project to produce bigger salmon which will mature earlier. The offspring later return to this spawning pond and will, in turn, be artificially bred (Photos from US Information Service)

Shellfish toxin is injected into a laboratory mouse as other graduate students observe the technique. They are learning how to detect the presence of poisons in unharvested shellfish, in a study sponsored by the United States Public Health Department




A steelhead trout is tagged with Cobalt 60, a radio-active isotope which will reveal its muscular activity. Students leave the college to take up posts in the fishing and food-packing industries in many parts of the world and to conduct research in the production and control of marine life. Work of this nature will eventually help in the gigantic task of feeding the hungry millions of our overpopulated world




Undergraduates learn about the Alaska King Crab in a course on economically important shell-fish. The College is in Seattle, within easy reach of many freshwater lakes and rivers as well as the sea in Puget Sound, and laboratory work is balanced with practical experience in the nearby waters

Sisters at sea

 THESE PICTURES by Mildred Grossman and Robert Amon, of women who work, or once worked on board US merchant ships, are published by courtesy of the *NMU Pilot*. Though there are few of them, the women in the NMU have played their part alongside the men in building the union's strength.

Forty-hour week chief aim for German railwaymen


 IN A RECENT RADIO BROADCAST Brother Philip Seibert, President of the German Railwaymen's Union, declared that the introduction of the forty-hour week on the German Federal Railways was the most important trade union goal at the present time. This was

particularly urgent in the context of ever-greater rationalization and modernization of the railways. The Union had nothing against necessary rationalization measures, but technical progress had to go hand in hand with social progress. The by no means completed structural changes on the railways had resulted in considerable cuts in staff. The closure of 16 railway repair shops had done




away with 18,000 jobs. The replacement of a steam engine by an electric locomotive made on average five to six men redundant, and by a diesel locomotive three to four. And the modernization of signalboxes 'released' almost 20,000 railwaymen from employment.

Frankfurt a.M. to have underground

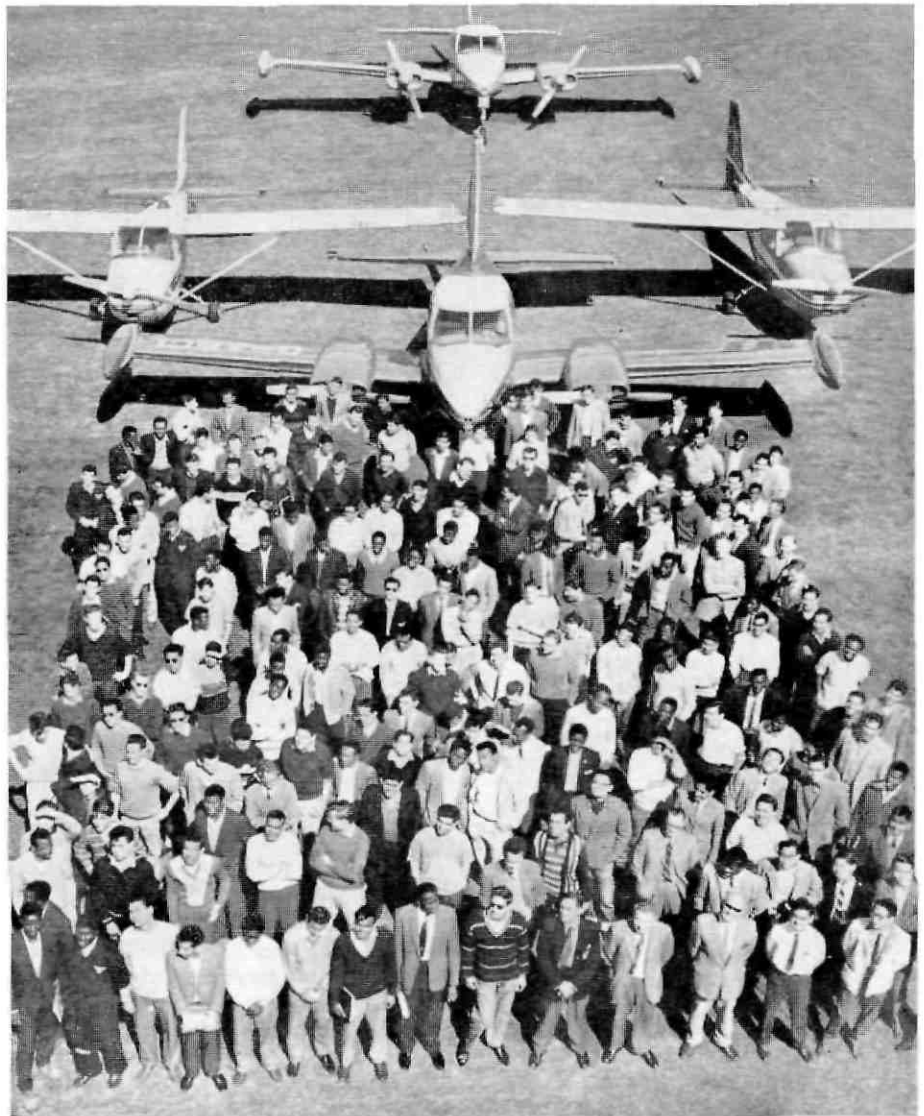
 WORK HAS BEGUN on an underground transport network in Frankfurt am Main, soon to be followed by similar projects in other German cities. No fewer than ten cities plan to extend their street railway systems (trams) by adding underground stretches to the network. This development has been made necessary by the heavy volume of surface traffic and should mean a great improvement in speed. Underground systems are planned for Bremen, Hanover, Dortmund, Essen, Düsseldorf, Cologne, Stuttgart, Nuremberg and Munich, as well as Frankfurt.

Britain's air university

 AIRWORK SERVICES TRAINING — Britain's 'Air University' is the name it has earned itself — is the only residential training school for flying in Great Britain which has Air Ministry approval for all branches of aviation.

The AST college, at Perth in Scotland, is this year expanding its facilities to bring in a further branch of aviation. July this year sees the inauguration of a course for helicopter pilots. This is in keeping with AST's ideal of providing something for everyone intent on a career in commercial aviation. The heli-

The AST college, at Perth in Scotland, is the only residential training school for flying which has Air Ministry approval for all branches of aviation. It aims at providing something for everyone intent on a career in commercial aviation. Workshop training occupies an important position in the facilities available at the AST school in Perth



Some of the Student population of Airwork Services Training lined up in front of the school's aircraft. Three quarters of the students of Britain's 'Air University' are from overseas. After qualifying these fledgeling pilots will be returning to their home countries to fly for their national airlines, many of which are changing to locally recruited aircrews

copter course will take the prospective pilot through from scratch to the stage when he will be examined for his commercial licence.

The 'Air University' draws its students from all parts of the world. The total of students at a recent count was 320, three quarters of whom were from overseas. The majority of overseas students at Perth are sponsored by the state-owned airline of their country. Most of them are studying to obtain their commercial licences. At the end of their courses, once they have passed their ground and flying examinations, obtained an instrument rating and passed a

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Students relax over a game of billiards. The social and recreational facilities offered by the college create a pleasant atmosphere for leisure pursuits. Opportunities are not lacking for students, who come from many different parts of the world, to get to know one another and to learn about each other's country (AST photographs)



The Manila port strike



During the first spate of strikes in December and November 1962 the longshoremen won a court ruling in their favour, but the government refused to accept it, and made plans to bring in scab labour to operate the port. But a general strike was threatened

 ON 25 SEPTEMBER the plight of Manila's three thousand striking longshoremen was relieved with the conclusion of a back to work agreement. The strike which began on 7 May and lasted for 142 days was one of the bitterest disputes in recent trade union history. That Roberto Oca's Philippine Transport and General Workers' Organization withstood the severe strain which the long struggle laid upon its morale and resources and succeeded in holding out till the end has been of incalculable value to the Philippine trade union movement. International solidarity action, without which the cause of the Manila dockers would probably have foundered, proved once more that the spirit of brotherhood between workers across the world is very much alive and a force still to be reckoned with.

Robert S. Oca, president of the militant Philippine Transport and General Workers' Organization and leader of the recent strike of Manila port workers, has been described as 'one of the hottest labour leaders in the orient, and one of the most courageous'



The conflict was the final straw in a series of disputes between the longshoremen on the piers and their employers. Until November 1962 they had been the employees of the Manila Port Service to which the Bureau of Customs — a government department under the Secretary of Finance — delegated responsibility for the so called 'arrastre' service, or the handling of cargoes on the docks. The previous year the dockers, organized in the Associated Workers' Union (2,200), the Associated Waterfront Supervisors' Union (300) and the Arrastre Security Association (170), all affiliates of the PTGWO, had concluded an agreement with the Manila Port Service which was due to run till 1966. But after president Macapagal came to power in 1962 the government decided to discontinue leasing the arrastre service to outside contractors, a practice which had been followed for many years and had always proved satisfactory, and to place the service directly under the

control of the Bureau of Customs.

This ill-conceived policy was the beginning of real trouble on the docks. Had it been merely a question of a change in administration and had there been no interference with the dockers' five year agreement concluded in 1961, there would not have been the bitter industrial strife which followed. As it was the dockers were to see the standards and conditions which they had fought for and won in the past debased and their trade union rights arbitrarily curtailed by a hostile government.

The dockers first went on strike on 9 November 1962 when the Port Service, which was still their official employer, refused to pay them an agreed cost of living allowance. Ten days later a satisfactory back to work agreement was reached, but the workers went on strike again when they found out that the arrastre service was to be put under direct control of the Bureau of Customs and to be thrown open to operation by pri-

vate contractors without protection for their standards of pay and conditions.

The government contended that, since the 1961 agreement had been concluded with the previous arrastre contractor, the Customs Bureau, as the dockers' new employer, was not obliged to honour its provisions, even though it was scheduled to run until 1966. Under Philippine law some government employees are not entitled to collective bargaining rights, though they may organize, but come under national pay plans which lay down their rates and conditions. These however apply only to workers employed in departments which have strictly governmental functions. A distinction is made for those enterprises which are owned or controlled by the government but have proprietary functions. Here workers can organize and bargain collectively.

The government argued that the arrastre service under the Bureau of Customs was not a proprietary function and that therefore the dockers had no collective bargaining rights. It ignored the facts that the arrastre service had always been worked for profit and that the PTGWO unions had previously negotiated agreements with the Manila Port Service, a subsidiary of the government controlled Manila Railroad Company. Roberto Oca, leader of the striking dockers, filed a petition with the Court of Industrial Relations. The Court ruled in their favour, ordering the Bureau of Customs to reinstate the workers. The government however refused to accept this decision and troops were sent to the dock

Violence broke out on repeated occasions during the long drawn out conflict, as truckloads of government recruited scabs tried to crash the PTGWO's picket lines. Many casualties were the result, and on one occasion two strikers lost their lives



When at one stage in the 1962 strikes troops were sent to the docks, the rest of the Philippine trade union movement rallied behind the dockers and prepared to stage a general strike in their support. The government moderated its attitude as a result

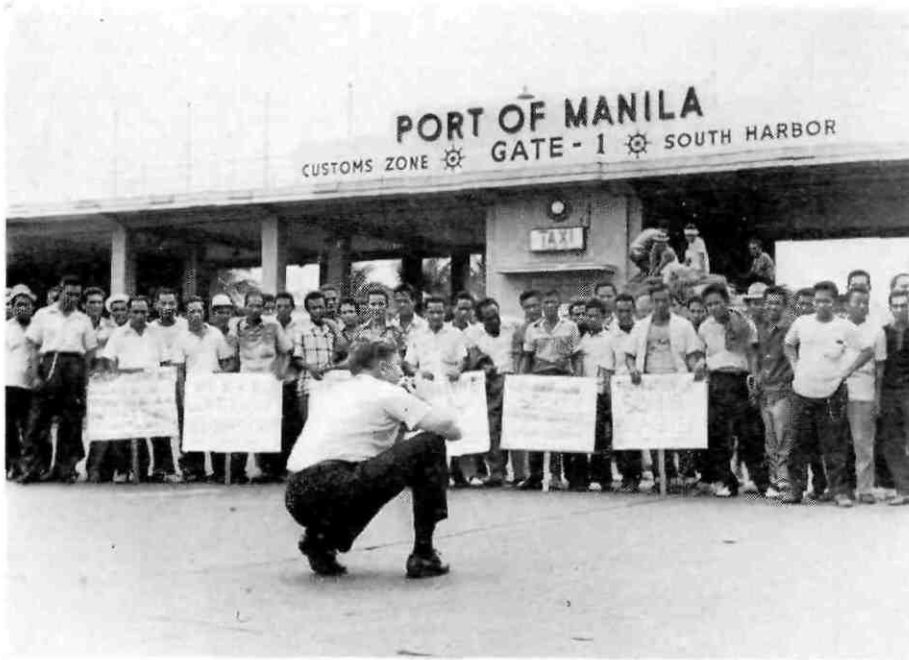
area while plans were made to bring in scab labour to man the waterfront. Philippine trade unions were well aware of what this would mean to their movement and they prepared to join with Oca in staging a nation wide general strike. At the threat of a national strike the government thought better of its plans and agreed to take back the workers at the same wages and conditions as they were enjoying when the MPS was running the arrastre service. The Bureau of Customs however violated this agreement, to which the Secretary of Finance and the Commissioner of Customs had put their signatures, and the longshoremen again went on strike. Another agreement was signed the following day thus establishing an uneasy peace – for the bureau of Customs continued to disregard the agreement – lasting until the recent conflict broke out on 7 May.

Final showdown

On that day the dockers walked off the piers, exasperated with the Bureau of

Customs' persistent failure to implement the agreements reached and with its stubborn refusal to recognize their unions as their representatives in settling grievances. The government now referred to a forgotten legal opinion – that of the Secretary of Justice, Juan Liwag, which contradicted the Court of Industrial Relations' decisions and claimed that the arrastre service was a governmental function and that the Bureau of Customs should comply with the civil service labour regulations. This opinion, passed the previous November, had not been invoked in any of the earlier disputes.

The government immediately took steps to break the strike. Troops were moved to the port areas and strike breaking labour was ferried in from a naval base near Manila. The government's action prompted labour leaders to come together and decide on a common course of action. A conciliation committee was formed to seek ways and means of solving the dispute. It was headed by general secretary of the trade union federation



The strikers were glad to be photographed, for they wished to spread the news of their plight. Photographer in the picture is Lester P. Zosel who represented the ITF in talks he had with the PTGWO leaders and was able to report on the strike's progress

KPM (Katipunang Manggagawang Filipino), Ignacio Lacsina, and conferred with various government officials, including Customs Commissioner and Secretary of Justice. Weary through lack of progress and impatient with the government's intransigence the heads of some of the federations agreed to stage a national protest strike on 16 May. The more cautious leaders however decided not to commit themselves to that extent and the strike did not have the success which had been hoped for.

The strikers continued to maintain their picket lines on the waterfront, but police proceeded to bring in lorry loads of scabs to perform the union men's jobs. Oca had given strict orders that they were not to be stopped since violence would have prejudiced their case in the courts. On 18 May the Court of Industrial Relations decided that the arrastre service was in fact a proprietary function, but this ruling was not accepted by the government. On 25 May a peace formula, worked out by Justice Liwag whose opinions supported the government position, was presented to the unions, but rejected on the grounds that it favoured the non-union men doing the strikers' work on the piers. They stood to lose much in the way of conditions and fringe benefits which were previously enjoyed. The workers whom the Bureau of Customs was employing in defiance of the union men – and who

were causing a good deal of confusion on the piers because of their inefficiency – were being paid at three quarters of the union wage and all fringe benefits that the arrastre men had secured in their contracts with previous operators, such as holidays with pay and sick leave, insurance benefits, hospitalization and profit sharing, had been withdrawn.

Soon after news of the dockers' all-out fight against their administration got around assistance began pouring in from sympathetic unions all over the world. The ITF played the prominent role in appealing for and coordinating aid to support the strikers



International aid

Public opinion was to a large extent behind the strikers, and when the news of their distress got abroad, assistance quickly began pouring in. Crews of ships lying in the harbour made collections and the ITF made a first donation. This was accompanied by a contribution from the All-Japan Seamen's Union, and unions all over the world sympathetic to the Manila dockers' cause quickly followed suit. The ITF's call for moral and financial assistance received generous response not only from dockers' and seafarers' organizations but from all sectors of the transport workers' movement. Unions in countries as far away as Sweden and Argentina sent money to relieve the hardships which the strikers and their families were suffering. They protested to the Philippine government and sent messages of solidarity to maintain the unions' morale. When ITF affiliated port workers' unions refused to touch ships carrying cargoes loaded by scab labour in the port of Manila, it was clear that the Philippine administration had bitten off more than it could chew.

The authorities in Manila however continued to intimidate the striking dockers. The PTGWO's premises were raided in an attempt to rake up evidence which would incriminate the strike leaders in some way. Robert Oca had various accusations levelled against him and



Food bought with donations to PTGWO funds from the ITF and affiliated unions was distributed daily to the hard-hit strikers. When supplies ran out sympathetic unions were always ready with more assistance. In spite of hardships the strikers never lost heart

the pickets outside the dock gates were harrassed and arrested for the smallest offence. On 13 June the Court of Industrial Relations reserved its previous decision concerning the arrastre service, pronouncing it to be a governmental function. But this time a panel of judges had deliberated on the issue enabling the voice of the presiding judge, who had issued the previous decision, to be overruled. On 21 June the unions referred the case to the highest judicial body, the Supreme Court.

About this time a new law was passed in the Philippine legislature to prohibit breaking through picket lines. The proposal of this new legislation had aided President Macapagal considerably in his election campaign, and now he had the dubious distinction of leading a government which was breaking its own law. All but one of the brokerage firms operating haulage from the docks were at this time respecting the picket lines, but lorries were still being driven through. This led to violence on repeated occasions resulting in injury to many strikers.

Supreme Court sides with strikers

The government continued to put forward its solution to the dispute which offered to reinstate the men as individuals and not as union members to work alongside the scabs. The unions continued to refuse these terms. On 13 July however a 15 day moratorium was

agreed on. A three man mediation panel was formed which was to come back with a compromise solution acceptable to both unions and the government. On 6 August the Supreme Court came out in favour of the strikers with a decision which ruled that the arrastre service was a proprietary function. This overwhelmingly strengthened the unions' position

The port authorities in Manila were encouraging customs brokers to defy the strike by driving their trucks into the port area, but all but one of the firms involved refused choosing instead to respect the picket lines. Recently enacted legislation obliged them to do so



for they could now take comfort in the knowledge that their strike had been legal from the very beginning. But this did not decide the issue of whether the customs bureau should have labour-management relations with Oca's unions. This was referred to the Court of Industrial Relations to be decided as a separate issue.

In the meantime the government refused to have dealings with the unions and picketing was resumed on 12 August. There were further clashes in the port area and this time, in addition to many injuries sustained by the strikers, there were two deaths as a result of indiscriminate shooting by the strike breakers' armed escorts.

But despite this harsh retaliation against the union pickets and the government's continued intransigence even after the Supreme Court's ruling the strikers were not to get redress for their grievances for some time yet. Pressure continued to build up from the shipping interests and from industrialists who were laying off workers because they were not getting supplies of raw materials to keep their enterprises in operation. It was plain that the strike breaking casuals whom the bureau of customs was employing were not efficient on the job, quite apart from the facts that cargoes were not reaching Manila and that the customs brokers were refusing to take their trucks through the picket lines.

Government capitulates

The government persisted in its stubborn attitude to the unions at the expense of the nation's industry and commerce.

The strike was to drag on for another month yet. On the 27 September, after over three months of conflict, the government finally moved in and signed a back to work agreement with the dockers.

This was an interim agreement pending a final decision by the Court of Industrial Relations on the charge of unfair labour practices filed against the government by the striking unions. Signed on the government side by a new customs commissioner who had a better understanding of the strikers' case than did his predecessor, the agreement provided for the immediate reinstatement of 75 per cent of the strikers and the remainder to be taken on if the industrial court so ruled. The same rates were to be paid as were in force before the walk out on 7 May, but the winning bidder for the arrastre service was to respect the original injunction of the Court of Industrial Relations that the contracts of Oca's unions with the Manila Port Service were valid until 1966. In the meantime the contracts were not binding on the Bureau of Customs itself.

On 12 October the Court of Industrial Relations ordered the Bureau of Customs to reinstate all of the strikers and to pay them back wages for the period they had been on strike. This resounding victory for the strikers was the culmination of an issue in which they knew they were right all along and which they were determined to fight through to the end. Unions across the world which rallied to the assistance of the PTGW may have the satisfaction of knowing that in so doing they helped to keep alive the very spirit of free trade unionism in the Philippines.

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was their intense interest in the practical everyday problems which union officers and members have to face and their keen desire to learn from the experience of other countries so that they can apply this knowledge practically to their own situation. That situation is quite unique a modern European democracy, because while Turkish workers have been using up-to-date industrial methods for decades, they are now being asked to make use at very short notice of equally up-to-date but still completely unfamiliar

techniques in the field of industrial relations. They are only too aware of their own lack of experience in this area but they also want to alter this as soon as they possibly can and to make the fullest use of the industrial relations machinery which now exists. The only satisfactory way in which this can be done is through practical help from trade unionists in other countries. There is a tremendous need for the services of foreign trade unionists who could visit Turkey, if only for brief periods, to give instruction and advice in the elementary tasks in which all Turkish unionists will be involved in a very short time. Those who do so can be assured of an extremely warm reception, an enthusiastic and attentive audience, and the knowledge that they are playing a very valuable role in helping to develop and strengthen a new trade union movement which is certainly one of the most promising to be found in our contemporary world.

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technical test on the type of aircraft they will be flying, these fledgeling pilots will be off to their home countries to work for their international airlines, some of which are only just beginning to employ locally recruited aircrews. The AST college in Perth is thus helping the airlines of many emergent countries — students from some 20 countries are now taking courses at Perth and a total of 35 nationalities have at various times passed through the college — to make themselves into full national undertakings.

The comparatively small number of British students at the college mostly pay their own way. There are one or two however who have won scholarships with British United Airways, and a number of radio operators and flight engineers, employed by this company, who have become redundant but have been given the opportunity to retrain as pilots. Their average age is 40 and although it is too late for them to work up to a captaincy, they are glad of the chance to retain aircrew status.

One of the basic requirements of AST for the overseas student is that he should have a good command of English. This is after all necessary not only in his training but also in his future career. It often happens however that a student is found to be below the accepted standard regarding his command of English. These students are bound to run into difficulties, trying to absorb instruction in highly

technical English. To help them over their language difficulties AST has installed a language laboratory. This consists of six booths, each with a tape recorder, where students may listen to a pre-recorded lecture on a subject which is particularly hard for them because of complex terminology.


The language laboratory, the course for helicopter pilots are random examples of the many valuable facilities provided by AST for young aspirants to careers in civil aviation. Airwork Services Training will doubtless continue to make such innovations and improvements; we hope that more governments will find it possible to send students to Perth to take advantage of them.

French airlines merge

 THE MERGER BETWEEN the two independent French airlines, TAI (Transports Aériens Intercontinentaux) and UAT (Union Aéromaritime de Transport), which has been in the air for a year, was finally approved and came into effect on 1 October. The new company is known as the Union des Transports Aériens (UTA).

Since one financial interest had controlled both companies for the past year, the operation is essentially one of rationalization to eliminate duplication in administration. The former UAT services to west and equatorial Africa will be maintained along with the TAI flights to the middle and far east, Indonesia and Polynesia. The allocation of services made in February by the French government between Air France, the state airline, and its private competitors, will stand with UTA.

All at sea

 A 19-FOOT WIDE SHIP'S PROPELLER weighing 23 tons was carried from Birkenhead on England's north-west coast to Falmouth on the south-west coast — by road! The journey took 17 days and disorganized traffic along 359 miles of road. Police at Birkenhead had to order the lorry off the road because of heavy traffic. The crew had to winch a broken-down vehicle out of the way in Warwickshire and then the lorry's dynamo burned out. In Worcestershire it blocked a main street for an hour and a half. Kerbstones were smashed in Bristol when it had to mount the pavement. Police in Taunton banned it from the town. And yet there are coastal services running between Birkenhead and

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Rationalise - the proper way

by GEORG UHLIN



Automatic pressers can do much to relieve crew of the wearisome job of ironing. This is only one example of a labour-saving device well-known on shore which could make ship-board work a great deal pleasanter and help to solve the problem of staff shortages on board

⚓ RESEARCH IS BEING CARRIED OUT into possibilities and methods of rationalising the manual work done on board ship. Measures and solutions are being pursued solely for the purpose of saving labour, but obviously this research must be carried out in conjunction with the distinct development of the seafaring industry towards mechanization and automation. This development has already brought with it an almost revolutionary transformation of conditions for the men on board. As a place to live the modern ship has become more congenial for those who have to work and spend part of their lives there but in the sphere of work this development has taken seafaring in the opposite direction. No one can reasonably deny that the manual work for the maintenance and operation of vessels has been-eased through technical innovations: it is no longer necessary to trim coal in narrow, dusty bunkers or for a man to sweat his life out in front of a white-hot fire. Nor does he have to manhandle boom tackle, hatchway beams or heavy hatches, as at one time. In the most up-to-date vessels it is merely a case of pressing a button or pulling a lever to set some hydraulic process in operation and — hey presto — the boom is up and the hatch is open. But all this is offset in many ways by the rush, bustle, risks and worry which are part of this intensified operation. The great technical miracle of the ship must go on in and out of

port, on to the next port for the next cargo and in any conditions. A roaring storm, a blizzard or other difficulties should not be allowed to hinder progress. A captain tired out through long watches has to do his job as best he can; weary navigators and engineers have to be at their posts – and a tired and overworked crew must toil on and keep their mouths shut. Huge sums of money have been invested in ship technology and automation; that money will yield dividends and give the shareholders at least a reasonable profit.

No normal person would have anything against the work on board being ordered and organised on a practical and rational basis. In order that our much boasted standard of living may be maintained, our industrial production must be highly rationalised. But if our high standard of living is to benefit even the smaller sections of the community it must be guided by forces which are able to keep profit interests in check.

Now there is considerable wealth in the seafaring industry itself. But until now the milk and honey has only sufficed for a small minority. The many bees that do all the work in the shipping industry have never got more than a small share.

The co-operation of those employed on board in extensive rationalisation measures depends, therefore, on a condition: namely that the savings made with such measures should be to the benefit of the workers in an entirely different way than before. The seafarers' organisations have also made this clear.

Safety and happiness

Professor Hans Ronge writes in an essay, 'Man and his physical environment', that a man's primary requirement in respect of his surroundings is safety. Safety from poisoning and any other injuries caused by extraneous chemical materials; safety from injury through physical environmental factors such as radioactivity, excessively high or low temperatures, loud noise or heavy vibration; safety from diseases and infection; and, last but not least, safety from accident.

But, still referring to Professor Ronge, if safety is the first requirement, the second is happiness at work. Security of employment also belongs in this context. It is common to hear discontent at

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Falmouth several times a week which take only two or three days to make the trip and, if to the cost of road haulage are added all the extra cost of police control, taking up bollards and road signs and various hold-ups, would probably have done the job more cheaply.

work expressed in the form of complaints about the place of work itself. People seek an obvious outward cause for their dissatisfaction, even if the latter has its basis in inner conflicts or failure to fit in. But with economic or other compensation (high wages) most people are able to work even under the most unfavourable conditions. When equal advantages of employment are offered him, the prospective employee will usually choose the place of work in which he will be most contented.

This is as far as we can go with Professor Ronge, but he has, unbeknown to himself, put in a nutshell the problems which are of the greatest concern to those employed on board ship. It is possible to stop the flight from the seafaring profession and to recruit a new contingent of seamen if better conditions are offered.

It can be done by increasing safety (which according to the World Health Organisation is definable as 'a condition of physical, psychological and social well-being, not merely freedom from sickness or debility'). By creating security in employment and improving accommodation, food and sanitation. By relieving physical and psychological pressure through opportunities of taking time off after periods during which the pressure of work was particularly strong. By easing the hard manual labour, equipping the vessel with better operating machinery, tools and equipment. Frequency and work studies will not be much use while relics from Noah's Ark are still being used.

Work leadership, technical proficiency and equipment

The management of any efficient and thoroughly rationalised undertaking will inform the shipping companies that the training of work leaders and skilled workers is one of the central problems, perhaps even the main problem, of achieving and maintaining an economic and efficient capacity.

The best qualified deck or engine room officers are not necessarily, merely through their qualifications, good work leaders. Experience and further educa-



It is about time that equipment was developed to eliminate most of the dangerous and strenuous work of climbing and carrying and stretching which still makes up so much of the day-to-day work of seafarers

tion are both necessary to ensure good leadership proficiency. We might, moreover, suggest that training for work leadership should also be held open for the most suitable amongst the skilled workers. There should be openings for promotion for the young and ambitious in seafaring. As it is they are leaving the industry within a few years in many cases because they have neither the inclination nor the head for studying which they need in order to follow traditional lines of promotion. But they might be more interested in becoming foremen or work supervisors.

We now return to discuss the question of improved operating machinery, tools and equipment. We believe that there are many practicable projects for technical improvement. We might dwell on such conveniently defined areas as cleaning, rust removing and painting, and machine maintenance. If we then take in loading and storage of provisions and serving and preparation of food, we have the bulk of routine work on board. Pay for some good projects and get a few good engineers on the job. This may give better results than method and frequency studies.

Outside painting and rust removing is done exclusively with hand implements and from the most awkward and unmanageable positions possible on the sides of the vessel so that the maximum of hard work is required for the job. There are several ways of easing and rationalising this work.

The shipbuilding engineer knows of course that the hull of a ship has to be cleaned, kept free from rust and painted from time to time. Coating it with a permanent paint which will give protection against rust is perhaps feasible, but damage from corrosion or light collisions can never be avoided completely. On the long tankers and bulk carriers with superstructures aft it is very easy to set up a slide rail or track on which a platform moves lengthwise along the ship. It may be raised or lowered to any height on the side of the vessel and may have connections for air tubes which operate pneumatic rust hammers and paint sprays. Or why not have a 'spraying box' (unmanned) which may be moved along the side of the vessel by a man on deck? In this way the entire side of a vessel can be sprayed in one morning.

Light tubular steel constructions can also be put together for other work on board where scaffolding is needed. This applies also in the case of the old fashioned and dangerous *boatman's chair*. It requires no involved technology to construct a one man frame from tubular steel which would enable the man to lower himself with one hand and would leave him with both hands free to work. With both his hands free his capacity is increased. Nowadays cranes or winches are generally used for taking on provisions, supplies, spare parts, etc. A number of vessels are equipped with chutes

Cleaning, rust-removing, painting, etc. could all be accomplished much more quickly and safely by the imaginative use of fairly inexpensive and uncomplicated machinery (Photographs courtesy of Sjömannen)



and the most up to date have goods lifts to the storerooms. But the men continue to carry heavy weights, such as paints and heavy machine parts, in their hands and on their shoulders, up ramshackle gangplanks and sheer rope ladders.

When shall we have conveyor belts unloaded by ship's cranes, pneumatically or electrically driven? . . . And deck trucks to take heavy loads down to the store rooms? Centralised storing has been introduced but only exists in a few vessels.

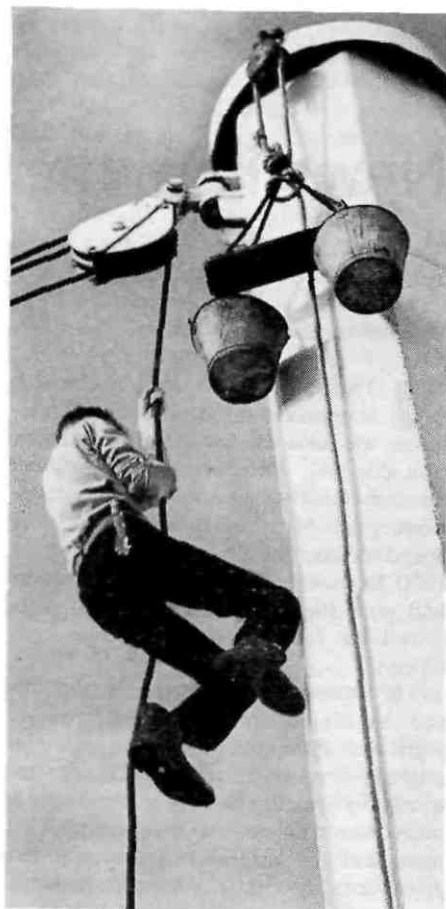
In the engine room, which in practice often becomes a mechanical workshop or assembly shop, the tools and equipment should be comparable to those of workshops on land. There are goods lifts in a number of vessels; sliding cranes are now standard equipment – but even so a lot of very heavy nuts and bolts are still carried by hand. Even in many modern vessels heavy valves and other machine parts have to be shifted manually. In view of the fact that work often has to be done in rough sea conditions injuries are frequent and heavy. Statistically speaking, every fifth man and every eighth officer of the engine room crew are injured each year through accidents at work.

In the catering department there are various kinds of mechanical aids to be found; general purpose kitchen units, whisks, peeling machines and other things. But the work is complicated and made more arduous by constant running up and down stairs, struggling with uncut animal carcasses and other heavy weights, waiting and serving in four or five different rooms at a time and the dish washing, and cleaning up in as many different places, which has to be done afterwards. It is of course possible to have all the catering machinery in one place, with a communal counter (cafeteria) for self service and a big dish washing machine with a grinder for getting rid of left-overs, connected to the dining rooms.

It happens in many enterprises that the managing director and works manager go and fetch their own meals from the communal cafeteria in the enterprise's catering section. But at sea the cafeteria system is unpopular, even with ratings and midshipmen. Why? Because it is seldom introduced wholesale. 'Why should they get service, when we have to go and fetch our chow . . . ?'

'Charity begins at home'

Just an extra to the discussion. In Eng-



This is hardly the safest or most comfortable way of cleaning the ship. In this article, first published in the Swedish Seamen's Union Journal, Brother Georg Uhlin goes into the possibilities of rationalising manual work on board heavy and awkward

fish we have long said that 'charity begins at home'. If we are going to send out a man in a white coat with a stop watch, then he will have to have the same start as in industries on land.


It will be possible to achieve a higher capacity if we first create the right conditions and get the proper equipment to work with. Otherwise, if employers insist on having their men work under primitive and difficult conditions they will have to pay them better wages. It has always been easy enough to get men for whaling expeditions – but then earnings on the whalers were three times as much for seafarers proper. Presumably it would be possible to get first class seamen, even on the worst old hulks, if AB's were offered £200 a month.

Professor Ronge has written: 'With better wages or some other compensation most people can be induced to work under extremely unfavourable conditions'. At least some are able to choose.

News from the Regions



Seamen's club in Manila

 THE QUESTION OF ESTABLISHING a seamen's club in Manila, Philippines, was first discussed by the Welfare Councils of Denmark, Norway and Sweden in 1949. A local working committee in Manila, consisting of the Scandinavian consuls, was appointed in 1950 to make preliminary arrangements and with the primary aim of acquiring a suitable location on acceptable conditions.

The Norwegian embassy, acting for this working committee, made contact with the Philippines government, who proved to be very favourably disposed towards the idea. Eventually in 1960 agreement was reached between the government and the committee, who acquired approximately 3,800 square metres of land in an excellent position on Bonifacio Drive in the Port Area of Manila. Construction work started in June 1962, was completed in January 1963, and the club held its official opening ceremony on 21 February 1963.

The ground floor covers an area of about 830 sq. metres; the main building has a spacious lobby containing a gift shop; a dining room of 80 sq. metres; a recreation room of 160 sq. metres; a lounge bar of about 80 sq. metres; and locker rooms, toilets and showers. An out-building has garages, a tool room,


This photograph shows the Seamen's Club in Manila, opened in February this year and built on the initiative of the Welfare Councils of Denmark, Norway and Sweden. Part of the cost of the building was contributed by the ITF seafarers' Welfare Fund



and a filter chamber for the swimming pool, which is 330 sq. metres. A partly-covered terrace surrounds the pool, and there is a garden area with trees, flowers and lawns.

The first floor covers an area of about 500 sq. metres and holds a large library, and apartments for the manager and the housekeeper. The total cost, including furniture and interior decoration, was £57,500. Towards this went a sum of £7,500 granted by the ITF Seafarers' Welfare Fund to the Scandinavian Welfare Councils in 1957. The Norwegian, Danish and Swedish councils contributed 50 percent, 30 percent and 20 percent respectively to the remainder of the cost.


ICFTU on African unity

 SPEAKING AT THE BIENNIAL conference of the Kenya Federation of Labour, Stefan Nedzynski, Assistant General Secretary of the ICFTU, said that African unity is 'essential to a rapid fulfilment of political, economic and social aspirations of the peoples of this continent - aspirations for which the whole of mankind must have the deepest respect and which certainly have the fullest support of the free trade union movement... Organized labour, which has played such a vital role in the struggle for the liberation of so many African countries will have tremendous tasks to fulfil in free Africa. Shoulder to shoulder with peasants, the workers and their trade unions will now participate in the task of nation building, in the hard work of economic development, in the war against poverty, ignorance and squalor.


It is to be hoped that the governments will recognize that a strong trade union movement is vital to the achievement of these great tasks, that by striving for a fair deal for the workers the labour movement makes a necessary contribution to the future of the whole nation by ensuring that social progress goes with economic advances. On the other hand, the labour movement will - we are sure - fully cooperate in the government's ef-

forts to bring prosperity to the people'.

Rhodesian railwaymen concerned over future

 RHODESIAN RAILWAYMEN have formed a United Front to protect their interests in negotiations on the future of the Rhodesia Railway system following the break-up of the Central African Federation (North and South Rhodesia and Nyasaland). An inter-governmental committee is studying plans put forward by the railway authority, one for maintaining a unified railways system under a new authority controlled by the two Rhodesian governments, the other for a division of the railways into two autonomous lines. Whatever happens to the railways' administrative structure, the railwaymen are demanding the continuation of present wage agreements and the guarantee of pension rights. The three unions concerned are the Rhodesia Railway Workers' Union, the Railway African Workers' Union (both ITF affiliates) and the Amalgamated Engineering Union.

Trade union events in Nigeria

 THE 1 OCTOBER 1960 was the date on which the Nigerian people achieved their independence from colonial rule. The same date this year marks their achievement of republican status. The nation's trade union movement has closely followed this development into maturity. It is a lively, militant movement with a strong sense of purpose. The disadvantage of having more than one national centre is appreciated by trade union leaders in Nigeria and it is thought that steps will be taken in the not too distant future to achieve a greater degree of unity. Three of the centres, the United Labour Congress (ULC), affiliated to the ICFTU, the Nigerian Trades Union Congress (NTUC) and the National Workers' Council (NWC) recently joined their forces in a movement for an improvement in pay and conditions for large sections of the nation's workers.

The cake they helped to bake

The main demands were that the government should set up a commission to undertake the task of revising the nation's wage structure, introducing a national minimum wage scale, improving salaries and conditions in government and private establishments, and abolishing the zonal wage rate and daily rated labour systems. The trade union centres called a general strike at the end of September in support of these demands. The strike was called off three days later when the government announced terms of reference for a pay enquiry.

The strike reflected the dissatisfaction felt by many Nigerian workers at the slow pace with which their living standards have progressed since the achievement of independence. The fact that they were involved in the struggle for freedom, along with their national leaders and those Nigerians who run the country's industry, entitles them to a greater share in the fruits of the nation's progress. In a demand addressed to the government for the introduction of a national dock labour scheme the leaders of five national port workers' unions expressed the desire of the members for a 'fair share of the cake they helped to bake'. This about sums up the feeling among Nigeria's workers at present.

ITF affiliates in Nigeria

The ITF regional representative in West Africa, E. Laflamme, has been devoting considerable attention to events in Nigeria in recent months. In June Brother Laflamme made a trip through the Western Province with the general secretary of the *UAC and Associated Companies African Workers' Union*, F. N. Kanu, primarily for negotiations with local managements. Agreements were concluded on behalf of workers in Sapele and Burutu. The latter concerned a union of Niger river transport workers. During the course of the tour Brothers Kanu and Laflamme addressed workers' meetings in four towns in this part of the Western Province. The constituent unions of this organization have a total paid up membership of some 12,000, of whom 1,500 are affiliated to the ITF, while some 5,000 of them adhere to other ITSS. Two of the UAC Union's members have been recommended for a course of study at the ICFTU's Labour College in Kampala while another fifteen took part in an

industrial relations seminar at University College, Ibadan, in September.

The second annual conference of the *Amalgamated Lagos Municipal Bus Workers' Union* was held at the end of July. The conference was addressed by Brother Laflamme, who at the same time appealed to the employers' representatives present for more attention to be given to the proposals and recommendations of the union which was legally registered to represent their workers' interests. The officers of the union had complained of the management's negligence in dealing with demands they had made on behalf of the membership. The demands in question concerned maternity leave for female staff, opportunities of overseas training for employees, revision of salaries, the provision of a canteen and the introduction of a promotion scheme.

The *Nigerian Motor Drivers' Union* is planning to build a drivers' school in Nigeria. For this they need financial help and they are hoping to receive it from an organization in the United States. The Nigerian government could not help the union in this respect but it is considering the possibility of allowing the union a plot of land for the school, and has authorized the starting of a fund for financing the project.

The *Permanent Way Workers' Union* has reopened its movement for improved wages for the membership. The union has said that if the management fails to keep promises made five years ago to the permanent way employees they may be forced to resort to strike action.

Trade union education

The ITF participates in various ways in the education projects which are organized in Nigeria. A workers' education course was recently given at the ITF's offices in Lagos from 7 to 13 September. The course was given by Professor Charles A. Orr of the ILO and was attended by officials of some twelve unions, most of them affiliated to the ULC.


Amongst the topics Professor Orr touched on were the respective positions of the ICFTU, the communist WFTU and the christian IFCTU in the international trade union scene. He also discussed the operation of the various United Nations agencies, such as UNESCO, WHO, UNICEF and FAO.

He mentioned that the ILO intended to set up an institution for workers' education in Dakar, Senegal, next year, which would have the collaboration of

all the West African governments through their ministries of labour. He also said that he would indicate to the ILO that a central board for workers' education would be suitable for the requirements of the Nigerian labour movement in this field of activity. The board would consist of trade union, government, and employers' representatives, but the courses themselves would be run by the unions. The unions would have the majority of representatives on the board (about 50 per cent), and the government would not interfere in the teaching and use of material. These ideas received the approval of the participants.

The seminar was very successful and these who attended appreciated the competent way in which it was conducted by Professor Orr.

Crime in the air

 INTERNATIONAL AGREEMENT ON which nations will be responsible for the punishment of offenders who commit crimes on board aircraft in flight is expected to result from a diplomatic conference on air law which recently took place in Tokyo. ICAO, which convened the conference, presented a draft international convention on the legal status of the aircraft, covering the handling of problems created by offences committed during international flights.

These problems have been considered by ICAO since 1950, and their solutions have been made difficult by the varying systems of law used in the many nations of the world. A characteristic of aviation is that aircraft fly over the high seas or over areas of undetermined sovereignty: the national laws of some states confer jurisdiction on their own courts to try those people who commit offences on aircraft engaged in such flights but the laws of other states do not; and to date there has been no internationally agreed system to ensure that there will be jurisdiction in every case. In addition, the high speed of modern aircraft, the great altitudes at which they fly, meteorological conditions and the fact that several states can be overflown by an aircraft in a small space of time may make it impossible to establish the territory in which an aerial crime is committed.


Air lawyers have realized the need to fill the gaps in jurisdiction, a basic aim being to ensure that no suspected of-

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Free labour training in Brazil



The trade union seminar held simultaneously in four key Brazilian cities last July was a combined effort between the International Trade Secretariats active in Brazil, of which the ITF is one, the Interamerican Regional Organization of Workers (ORIT) and the ICFTU. Jack Otero, ITF representative in Brazil is here seen giving a lecture to participants in Belém

 AFTER THE SUCCESS OF THE TRADE UNION seminar held last April in São Paolo the Brazilian free labour movement has stepped up its educational activities. A further seminar of basic trade union education was held during July, this time in four cities simultaneously and with 142 trade unionists participating. The programme for the seminar was prepared by our own representative in Brazil, Jack Otero, who acts as coordinator for joint programmes between the ITSs active in Brazil, ORIT and the ICFTU.

The intention was to train 40 leaders from each of the four areas covered by the seminar. The instruction was provided in large measure by a number of Brazilian trade unionists who have recently been receiving training by the American Insti-

tute for Free Labour Development (AIFLD) in Washington, DC, and by fraternal organisations in Italy and Israel. The programme was standardized, the same material being presented simultaneously in each of the four cities. It was

When the courses came to an end achievement certificates were presented to the participants. Here Jack Otero, who acted as ordinator between the ITSs and ORIT/ICFTU in planning and executing the programme, hands a certificate to one of the students. A number of students were afterwards selected for advanced training at the Brazilian Institute for Labour Training

The teaching methods used were on the same plan as in the seminar held last April in São Paolo. The morning was devoted to the exposition of the day's theme by a lecturer, while in the afternoon participants split up into smaller groups according to their particular branch of labour, and engaged in round table discussions which were led by one of the instructors at the course

An instructor from the American Institute for Free Labour Development (AIFLD) leads a round table session at the Curitiba course. His job was to start the discussion off and to lead it along the right lines, giving the students advice and guidance, clearing up points where there had been confusion, and assessing how well the participants had absorbed the lecture material



divided into two periods. The actual seminar took place between 22 and 27 July, but each team of instructors went to the spot a week earlier in order to establish contact with the unions, select their participants, organize the seminar and deal with the administration and arrangements for publicity.

The material was presented in the same way as at the April seminar. Each day was devoted to one topic. In the mornings the subjects were presented in lecture form, while the afternoons were given over to discussions on the same subjects. The experience of many of the participants was quite rudimentary, therefore much of the course material had to contain as much basic trade union orientation as was possible in a six day programme. The first day was devoted entirely to *trade union orientation*, the subject matter of which ranged from the definition of a union to democratic safeguards. The film *With these hands* was also shown on the first day. The second day dealt with the history, structure and objectives of the Brazilian labour movement, and with the international movement and its significance for the Brazilian workers. Special lectures were given by experienced instructors regarding the work, structure and objectives of the ICFTU and ORIT, of the ITSS and of the AIFLD, and explaining the subversive aims of the WFTU. Other subjects dealt with were *Administration and finances of a union*, *Trade Union political orientation*, and *Communist infiltration and tactics in the labour unions*. Methods of combatting Communist subversion in the unions were exposed and discussed at length by representatives of ORIT and the ITSS. Finally two whole days were given over to the important topic of *Collective bargaining* with a 45 minute film illustrating the subject.

All in all the courses had an enthusiastic reception and once more the methods used proved to be satisfactory. The participants were able to derive greater benefit from the instruction due to the fact that the instructors had arrived a week early and had been able to give them a certain amount of preparation. For the same reason it had been possible to apply more care in the selection of participants, so that those most suitable had been chosen as candidates. Altogether 30 transport workers attended the courses, the others being employed in industry, commerce, communications, the public services, the petroleum industry, journalism, and banking. The

total of participants was 142.

The four cities in which the seminar was held were: Belém in the northern state of Pará, Recife in the north east, Belo Horizonte in the central region and Curitiba in the south.

In Belém the most important city in the north of Brazil the seminar was something of an experiment because it was the first activity of its kind to be conducted in that area. Support and enthusiasm for it however went far beyond expectations. In order to satisfy the large number of requests for participation a total of 54 were enabled to attend, as against the limit of 40 originally envisaged. Cooperation and support came not only from the majority of labour organizations in the locality but also from the civil authorities and extensive coverage was given to the proceedings in the local press, radio and television services.

Recife is in the state of Pernambuco which is well known to be a focus of Communist infiltration in Brazil. It is in such areas that the free labour movement may expect to come up against its most serious difficulties, but the Recife programme was a success in spite of pressure exerted by the Communists on unions in the area. The attendance here was 33. In Belo Horizonte a total of 41 participants had been registered for the seminar, but the Communist dominated

trade union centre, CGT, had organized a meeting to attack the seminar. As a result a number of those who had registered withdrew their support through fear of subsequent repercussions, and the organizers were left with an attendance of 23, who however made up for their depleted number by their interest and enthusiasm. In Curitiba, where the attendance was 33, the organizers also met with Communist opposition, but in spite of that the venture was a success and drew a favourable reaction from radio, television and the democratic press.


The repeated attacks which are being made on free labour ventures, such as this education programme, by Communists and reactionary elements in Brazil are indicative of what the work is achieving. They are bound to resent the progress which the free and democratic labour movement is making in Brazil and we can expect them to feel deeply about it. But the work must not be relaxed as soon as successes have been registered. The entering into operation of the *Instituto Cultural do Trabalho* (Institute of Labour Training) on 2 September was an encouraging event. This is a permanent body, set up as a branch of the AIFLD, which will provide training for Brazilian labour leaders. Some of the participants of the July programme have

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The Belém seminar was in many ways the most successful of all the four. An enthusiastic reception was given not only by unions in the locality but also by the civil authorities. Requests for participation were so numerous that the limit of 40 had to be waived and 54 were finally admitted to take the course which was well covered in the press



Communists in Latin American labour

 ALL OVER THE LATIN AMERICAN CONTINENT the free democratic trade union movement is gaining support, thanks to the work being done by representatives of the Interamerican Regional Organization of Workers (ORIT) and of the international trade secretariats. Through their efforts the workers of the continent are learning of the aims and ideals of the free democratic trade union movement, and are becoming increasingly aware that these correspond with their own natural aspirations. Yet in spite of this international Communism manages to insinuate itself into the Latin American labour movement and do considerable damage to the mission of the free trade union movement there. The methods and practices it uses to achieve its aims are no great secret to us. Over the years we have learned to know and recognize them. The ITF's Latin American representatives, through years of experience in the transport workers' movement, are well versed in their tactics and keep us informed on their activities.

For some time Communists in Latin America have been attempting to set up a continental federation which would replace the defunct CTAL which the WFTU succeeded in drawing into its orbit. The name which has been proposed for the new international is CUTAL (Confederación Unica de Trabajadores de América Latina), easy to pronounce and easy to remember, easier in fact than CIOSL, the name by which the ICFTU is known in Latin America. The Communists have been holding talks in Chile, Bolivia, Brazil and Uruguay in order to study the possibility of setting up this confederation.

Possible support for CUTAL

Throughout Latin America and the Caribbean there is likely to be support for a plan to set up a Communist inter-american confederation. The Communists are not so interested in attracting large numbers of workers to their side as in the prestige value of titles, names of organizations which might support them or appear to do so. In Mexico for example they have the General Workers' Union which has no bargaining rights and which claims to have a larger membership than it in fact has. The Mexican Regional Confederation of Workers might also give its support to this new international. The democratic section of the Mexican trade union movement however speaks for the majority and the movement is militant, well organized and well established. But it is largely on the side of the government and this fact can easily be exploited in order to divide the movement.

In every one of the five Central American republics there are organizations such as the Autonomous Federation of Trade Unions in Guatemala, the General Confederation of Costa Rican Workers, the General Confederation of Labour of Nicaragua and the Panamanian Trade Union Federation – all

Communist or Communist dominated organizations which would gladly lend their names to swell the lists of the new international.

Cuba would of course be one of the main stays of the Communist confederation and in South America itself the Communists could count on the support of the CTE in Ecuador, one or two federations in Colombia, part of the Bolivian Workers' Confederation (Confederación Obrera Boliviana), the Confederation of Chilean Workers (Confederación Unica de Trabajadores Chilenos), the UGT in Uruguay, the Group of 19 Communist Unions in Argentina, and two Brazilian Confederations. At the moment they have no hopes in Venezuela.

The two national confederations in Brazil would be the Maritime Confederation – along with all the dockers' unions which at the moment are Communist led – and possibly the Industrial Workers' Confederation which is at present affiliated to ORIT, but whose leader, Cerqueira, is one of the vice presidents of the WFTU. In addition they might well win the support of organizations which have so far refused to join ORIT through appealing to nationalist sentiments and by proclaiming their federation to be completely free and independent, truly democratic, and free from United States domination or from any other foreign influence.

Communism in the transport workers' movement

On several occasions the ITF has had head-on clashes with the Communists in Latin America and fortunately enough they have always been defeated. They have not been able to get any union to disaffiliate from the ITF, but in Colombia they actually attempted to use ITF's name for their own purposes; needless to say this was effectively prevented. In fact in every country of the region the ITF

has been accepting new affiliations whereas the Communists have made no advance at all in the transport sector. Their annoyance at this is made obvious by the considerable efforts which they are making in the transport sector. The Communist controlled ILWU, organizing dockers on the west coast of the US, recently sent a group of members on a tour of Latin America. This group was joined by a party from the Hawaiian Plantation Workers, and by the general secretary of the WFTU transport and fisheries department. The visiting tour in fact amounted practically to an official WFTU mission. The mission visited transport workers' unions in Brazil, Uruguay, Argentina, Chile, Bolivia, Peru, Ecuador, Colombia, Panama and Central America.

Some of the unions they contacted were ITF affiliates and these organizations lost no time in reporting the fact to the ITF's regional office in Lima, Peru, though the members of the group had been very careful to cover up the real purpose of their visit. In Peru, the Communists have the maritime bloc and a dockers organization. Recently the ITF dealt them a blow by affiliating the Peruvian Officers' Union which forms an important though numerically not very large part of this bloc. The general secretary of the WFTU transport and fisheries department has paid several visits to the continent, and this time their significance became clear. The Communists' intention is to set up a so called Latin American Transport Workers' Federation.

Latin American support for a Communist transport federation

It is of advantage to be able to make forecast of the support they are likely to get and to what extent they will be successful. We are in a position to do this thanks to the shrewd observations of our representatives who carefully follow developments in every area of the Latin American trade union scene.

In Chile they would be able to count on the railway workers and road transport workers. In Argentina they would have no support in the transport sphere, but in Uruguay they would have the government dock workers, one bus workers' and one railway workers' organization, and another road transport workers' union. Brazil would be a fertile recruiting ground for them, not because the Brazilian workers themselves are Communists but because many of the feder-

ations and one of the confederations are Communist dominated, particularly those in the maritime sector.

In Venezuela they might get the support of the Seafarers' Federation, whilst in Colombia they might recruit three or four transport unions, mainly taxi drivers. In Ecuador they could count on the Motor Drivers' Federation, though not all of its constituent unions are by any means faithful to the Communists. In Peru the maritime bloc and some of the dockers' unions as we mentioned earlier, and a taxi drivers' union - which only exists on paper - would rally to their side, along with some of the transport workers' unions in the south of the country where Communist infiltration has been greatest. Just over the border in Bolivia the Taxi Drivers' Federation and one of the road transport workers' unions would follow them.


In Central America, although there are several Communist organizations, there are practically none in the transport sector. Neither, in fact, has the ITF any great number of affiliates in Central America, but the Communists are amply supplied with funds and they will use them for organizing campaigns. They will agitate for reforms, attempt to introduce violent methods and blame them on to free labour elements.

The thought of a Latin American transport workers' federation in communist hands is not so worrying in itself, but the practices of several governments in their dealing with the Communists are disquieting. Free trade unionism is a thorn in the side of the oligarchies which still rule in many Latin American countries. It is the sworn enemy of the ambitious generals and politicians of the old school. They see the Communists as the lesser of two evils, preferring to make deals with them and thereby helping to bring about the destruction of the free trade union movement. If the Communists get too strong the army will always move in and get them out. And the whole process will start over again. This collaboration takes many forms. Most commonly the employer gives bargaining rights to a Communist union, thus forcing the workers to join that union. On the surface of course the Communists are careful not to show their true colours, but advertize themselves as truly nationalistic organizations free from foreign domination and professing the most patriotic ideals.

The free labour movement now has a firm foothold in Latin America and will

not easily be dislodged. But we must not underestimate what the Communists are capable of. The nations of the world with well established traditions of free trade unions have given much help to the younger movement in the developing countries of Latin America. Still more help is needed however if we are to see our efforts there continue to show encouraging results.

Two views on automation

 MR. JOHN I. SNYDER JR., chairman and president of US Industries Inc., manufacturers of automation equipment, has been giving evidence before the Labour Sub-committee of the US Senate. He said that the contention that automation will not eliminate many jobs was 'the most seductive of (the) myths' about automation. On the contrary, it was eliminating about 40,000 jobs a week. 'Too many people are willing to accept too many myths about what is going on around us in our factories and offices'. The acceptance of these myths had 'a deep tranquillizing effect on many of those who otherwise might make effective contributions towards solutions to the human problems created by automation'.

Mr. Snyder cited as one of the myths the idea that automation would create jobs for workers not only in running the machines but also in maintaining and building them. 'The hard truth is that modern automated equipment requires very little maintenance. If it did not, it would not pay to operate it; and if the equivalent number of workers replaced by automation were required to build the machines and systems, there would be no point in automating.'

'A third myth that needs to be laid to rest is the belief that those who lose their jobs to automation can be retrained and put into other jobs requiring higher skills and paying more money. As studies have shown, automation is more likely to reduce rather increase the demands for skills and aptitudes and, besides, many workers are just not retrainable.' Another myth was the contention that workers replaced by automation could find jobs in other areas of the country. 'The truth is that the workers thrown out of jobs are usually just those who are least able to move. They are the lower paid, the older, the unskilled. Either they cannot afford to move or they are psychologically incapable of beginning a new life in another area.'

Mr. Snyder described the work of the

American Foundation on Automation and Employment, which was established by his company and the International Association of Machinists (an ITF affiliate) to study the impact of automation. A foundation study on the shorter working week to be issued soon indicates that a reduction in working hours is necessary.

A somewhat more positive contribution to the debate is made by Mr. David Foster, automation consultant, writing in the British weekly magazine *New Society*. Mr. Foster first of all distinguishes between four different types of automation and analyzes their effect upon employment. The first, *automation for more quantity*, he sees as leading to 'some net unemployment since for it to be economic it is essential that the number of people displaced shall be greater than the number responsible for creating the automation equipment itself. However, while there is a net labour redundancy, there is a net wealth increase and, in principle, this is the sort of automation whose problems might be solved by increased wages and a reduction in the length of the working week.'

The second type of automation, *automation for higher quality*, is mainly concerned with the automatic quality control of materials and with the automatic inspection and testing of manufactured parts at all stages. The value of this lies in the reduction of waste in material and labour and in the increased reliability of the product. Mr. Foster states that automation for quality improvement actually *increases* the net amount of labour involved since the automation apparatus for improved quality control is complicated and does not normally involve the replacement of existing workers but rather adds new functions.

Clerical automation, i.e. application of computers to such occupations as banking and insurance and the business side of industry and distribution generally, does lead to considerable clerical unemployment. And *automated management* is also reducing decisions at managerial level to a split-second computer calculation which needs no human expertise to help it along.

Thus only automation for physical quality improvement does not affect employment, and Mr. Foster therefore urges that it is in this field that automation should be concentrated. Unless this is done he fears that rising unemployment will go hand in hand with rising wealth, and this situation cannot be

dealt with by shortening the working week. He sees the answer along the following lines: 'automation as we now understand it is very much concerned in the provision and distribution of those products which relate to material necessities and material comforts and even extends to the realm of leisure devices and luxuries.' Saturation point in such commodities will undoubtedly be reached, so 'let us make money available for all forms of cultural enterprise, whether in the field of education (for its own sake, please), in the conventional arts and particularly in creative art'.

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fender will escape trial merely on the ground that his alleged offence was committed on board an aircraft. At its fourteenth session, held last August-September at Rome, ICAO's legal committee prepared the final draft of a convention on offences and certain other acts on board aircraft, this being a follow-up to a draft prepared during its twelfth session held in Munich in 1959. The ICAO council then decided to place the Rome text before states and interest international organizations for their consideration at the conference in Japan.

Briefly, the Rome draft convention on offences and certain other acts committed on board aircraft applies if the offence or other act concerned takes place while the aircraft is in certain geographical locations. It contains the uniform rule that the state of registration of the aircraft is competent to exercise jurisdiction over offences committed on board the aircraft and also stipulates that other states must not delay or interfere with the aircraft in order to exercise criminal jurisdiction except in certain cases. A person who has been prosecuted for an offence in one contracting state will not, except under certain circumstances, be prosecuted in another such state. There is also a special provision concerning hijacking.

The aircraft commander and other persons are given extensive powers over persons who prejudice the safety of the aircraft as well as prejudicing good order and discipline on board. Such persons may be put off the aircraft at its next stop, and in some cases, delivered to authorities on the ground. The draft text further spells out the rights and duties of states in whose territory persons are thus off-loaded. The aircraft commander and those who help him to preserve safe-

ty, good order and discipline are not liable for actions taken in this regard. Lastly, offences committed on aircraft registered in a contracting state are to be treated, for the purpose of extradition treaties, as if they had been committed also in the territory of the state of registration of the aircraft.

End of British whaling

 THE RECENT SALE of the last whale oil factory ship under the British flag marked the end of a long period of British participation in the whaling industry. Chr. Salvesen & Co. had been in the business ever since the early days of Arctic whaling but found that it could no longer operate economically under its present quota. The *Southern Harvester* has been bought by the same Japanese company which bought the *Southern Venturer* last year; both are up to date factory ships fitted with the latest processing equipment.

In past years British and Norwegian seafarers' organizations joined forces to negotiate with the British and Norwegian owners and it was thus possible to establish similar conditions of employment for their members. This ensured that competition between the two countries was not at the expense of seafarers' wages and conditions.

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been selected for courses at the Institute. The permanent existence in Brazil of such a body will serve as a solid foundation for future educational activities which will reach still further than those so far ventured.

Training seamen for automation

 IN A MOVE TO MEET THE IMPACT of automation on seamen's jobs, the United States National Maritime Union has initiated talks aimed at developing an upgrading programme in cooperation with ship operators, education experts and municipal authorities. An automation committee of seafarers and management representatives was established as a result of the union's claim for an automation fund, agreed in August this year. Preliminary plans for the upgrading school call for training courses which would enable seamen to work with equipment they will encounter on the automated ships now being designed. The courses would equip them to handle new jobs tentatively described as 'deck and engine mechanic' and 'engineerman'.

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
- 310 affiliated organizations in 83 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 (Exile)
Faroe Islands * Finland * France * Gambia * Germany * Greece
Britain * Greece * Grenada * Honduras * Hong Kong * Iceland
India * Indonesia * Israel * Italy * Jamaica * Japan * Jordan
Kenya * Lebanon * Liberia * Libya * Luxembourg * Madagascar
Malaya * Malta * Mauritius * Mexico * The Netherlands * New Zealand
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