

# International Transport Workers' Journal

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Monthly Publication of the International Transport Workers' Federation

# International Transport Workers' Journal

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*Monthly Publication of the ITF*

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

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

London	15-16 April 1964 Civil Aviation Flying Staff Meeting
Stockholm	26 May 1964 Railwaymen's Section Committee
Stockholm	27-30 May 1964 Railwaymen's Section Conference
Vienna	8-10 June 1964 Executive Board

## Comment

### Lakonia - an unnecessary tragedy

THE TRAGIC FIRE aboard the *Lakonia* last Christmas drew comments and criticism from a variety of quarters, some very near the point; and some less relevant. One or two have pointed to the inadequate safety requirements of many important seafaring nations for their shipping. The 1948 International Convention for the Safety of Life at Sea specifies the bare minimum safety standards, and the Convention of 1960, which goes further on several points, is still inadequate and has yet to be ratified by the majority of nations which took part in the discussions.

Old ships, such as the 33 year old *Lakonia* would not be required to conform to either convention entirely. The *Lakonia* must have been brought up to date as far as practical, but, short of completely rebuilding the vessel, it would have been impossible to bring her up to the accepted standards of a modern ship. As in all liners of the pre-war period she would have contained miles of wooden panelling, revarnished many times over, and certainly tinder dry.

A British firefighting expert, Firemaster F. Rushbrook, writing in *Fire*, the Journal of the British fire services, has discussed the whole question of fire security on board ship.


A very significant point he raises is the fact that no expert on fire fighting is ever consulted when an international convention on the safety of life at sea is drafted. The whole thing remains in the hands of the shipbuilders, the ministries and shipboard personnel. Worse still, no competent firefighter is carried on board ship to deal with outbreaks. Firemaster Rushbrook points out that firefighting is a highly skilled profession and that a ship's crew are bound to be complete amateurs in this field. One or two days on a firefighting course is a poor substitute for the training and practical experience of a professional firefighter. For this reason he advocates the employment of a fire officer on board every passenger-carrying ship of considerable size. He would be recruited from regular fire fighting services on shore and would be part of the ship's officer complement. He would be responsible for all firefighting equipment, for supervision of fire drill, the training of firefighting units among the crew, and all other matters relating to fire security on board.

*(Continued on page 72)*

# Fishing limits - a step forward?



*The inhabitants of the Faroe Islands depend almost entirely on the fishing industry for their livelihood and for them the question of fishing limits is of vital importance*

 AT A 16-NATION EUROPEAN FISHERIES CONFERENCE, held in London at the beginning of this year, agreement was reached between Great Britain and the countries of the European Economic Community on the question of territorial waters and fishing limits. The basis of the agreement was that territorial waters should be extended to 12 miles, comprising a six mile exclusive limit and a further six mile zone in which those nations having always fished there could continue to do so.

*The international wrangle over fishing rights and territorial waters has been going on now for very long with few positive results*



The international wrangle over fishing rights and territorial waters has been going on now for very long with few positive results. It is to be regretted that the other countries represented at the conference could not have joined in some compromise formula with Britain and the EEC countries. The first and second International Conferences on the Law of the Sea both failed to produce a common ground on which a reasonable settlement might be worked out. At the Geneva Conference in 1960 a proposal was put forward jointly by the Canadian and American delegations, providing for a solution by means of the six-by-six principle. According to this, territorial sea would be limited to six miles plus an additional six-mile zone in which the country concerned would have exclusive fishing rights, but a ten year period would be allowed during which other countries traditionally fishing in those waters would be able to withdraw their fleets and make adjustments. This proposal contained the elements of a sound compromise, but the voting fell just short of the two thirds majority necessary for it to be accepted.

Although this year's London agreement is a step forward it has excluded many of the countries most intimately

connected with the fishing rights issue, and the problem remains to be settled on a properly international basis. The confused situation brought about by various unilateral revisions of territorial limits has aggravated the problem. Such actions have caused serious conflicts between certain countries, involving seamen and fishermen.

The dispute between Great Britain and Iceland, which arose in 1958 when the Icelandic government decided to extend its territorial waters to 12 miles, is a case in point. This decision taken by Iceland after the failure of the first Law of the Sea Conference to achieve a satisfactory solution was not accepted by the British government. Many British trawlers were accompanied by warships to the Icelandic fishing grounds and several others were arrested and their skippers fined by the Icelandic authorities. Serious hostilities were barely avoided on several occasions. A bilateral agreement was reached in 1961 providing for British recognition of the Icelandic 12-mile limit subject to a transitional period of three years during which British vessels would continue to trawl the Icelandic grounds.

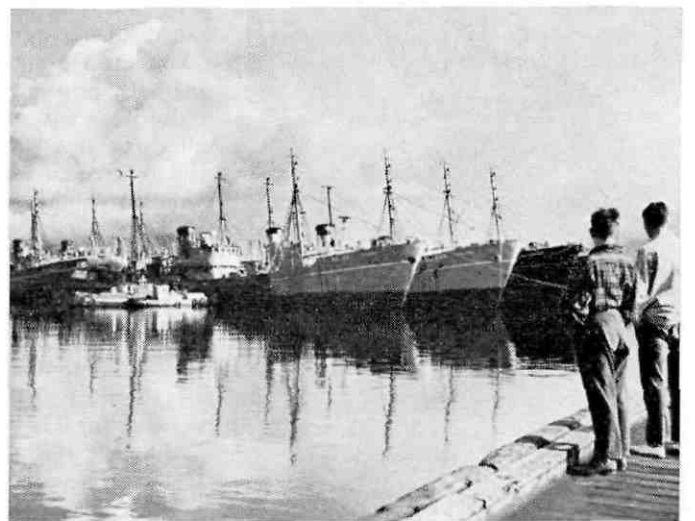
Norway, Greenland and the Faroe Islands also decided to extend their limits to 12 miles, though transitional arrange-

*According to a proposal put forward at the Geneva Conference in 1960, territorial sea would be limited to six miles plus an additional six miles in which the country concerned would have exclusive fishing rights*  
(ILO Photo)



*In the interests of fishermen who depend for their livelihood on the sea, the ITF considers it urgent that a third Law of the Sea Conference should be held*  
(ILO Photo)

*Icelandic trawlers. Britain and Iceland reached an agreement in 1961 which provided for British recognition of the Icelandic twelve-mile limit subject to a transitional period of three years*





ments were made for countries traditionally fishing off their coasts. A British trawler fishing within the agreed limit off the Faroes was fired on by a Danish warship in May 1961. Some international instrument is obviously needed to avert such unfortunate incidents.

The 12-mile limit agreed on by Britain and the Common Market countries will give British and French inshore fishermen protection from Russian trawling fleets fishing with factory ships in the English Channel. These fishermen have suffered considerable losses through the Soviet trawlers' irresponsible exploitation of Channel waters. United States fishermen are also concerned over Russian trawlers fishing too close to their coasts. While there is much pressure in the US for a tougher attitude towards foreigners fishing within US coastal waters, Canada has decided to extend its territorial waters to 12 miles.

Some Latin American countries and South Korea have actually claimed 200 miles of territorial sea. A bitter dispute causing hardship to many Japanese fishermen has existed for some time between Japan and South Korea over the so-called 'Rhee Line'.

It is clear from these examples that some international agreement is needed to smooth out the confusion. The ITF has repeatedly made this point. Resolutions were adopted at the 1952 Congress in Amsterdam, at the Stockholm Congress in 1958 and at the Esbjerg Fishermen's Section Conference in 1962, calling for discussions with a view to establishing an international convention defining the limits of territorial waters and fishing zones. In spite of the failure of two international conferences under United Nations auspices to achieve a solution, the ITF considers that a further one is needed in view of the urgency of the problem. A memorandum has already been submitted to the United Nations through the good offices of the International Confederation of Free Trade Unions to draw attention to the need for some action and recalling the Esbjerg resolution, which appealed, amongst other things, for . . .

*the holding, under United Nations auspices, of a third Law of the Sea Conference, to try again to reach a solution on the basis of a six-mile territorial sea plus a six-mile contiguous fishing zone, and transitional arrangements which would permit of readjustment on the part of countries required to seek alternative fishing grounds.*

*Frank Donlon,  
President of the British National Union of  
Railwaymen*



## Profile of the month

THE NEW PRESIDENT of the National Union of Railwaymen has worked for the Railways since the age of thirteen and has been an active union member for forty-three years. A record like that takes some beating, even in an industry where long service and trade union membership are part of a tradition which even today's decimation of the railway system cannot destroy.

Frank Donlon comes from Manchester and has worked in that city all his life, mainly on the goods cartage side. He first held office in the Union after the General Strike of 1926 and attended his first Annual General Meeting in 1930 at the age of twenty-six — one of the youngest delegates ever. He has held many union offices, carrying considerable degrees of responsibility, in the Manchester district and at national level, serving on the National Executive Committee for several terms: 1939-41, 1945-7, 1951-3 and 1960-62. One of his particular concerns has always been road safety, and for ten years he was the Trades Union Congress representative on the Ministry of Transport's Safety Committee.

Brother Donlon has also been active in his local constituency Labour Party and is a firm believer in public ownership of national assets. One of his main objections to the Beeching proposals for modernizing the railways lies not in modernization as such but in the abandonment of land once owned by the railways to private interests instead of its development for the benefit of the people as a whole.

Otherwise, he thinks that there is nothing particularly original in the Beeching proposals and is surprised that they have been described by some people as fresh or brilliant.

One of his pleasantest memories is a summer school he attended in Oxford in 1931, organized by the International Federation of Trade Unions, to which he obtained a scholarship from the Trades Union Congress on the nomination of the NUR.

From this account of his trade union and political activities it might be thought that Frank Donlon has

no time for anything else. But in his younger days he was a great sportsman. He joined the Manchester Athletics Club and took part also in championships organized by railway sports clubs. He participated in both track and cross-country events and won many trophies. Now his great love is reading, his favourites being Shakespeare, Dickens, Oscar Wilde, Victor Hugo and the classical Greek writers. He is also fond of opera and has many long-playing records.

Like many others who are too often described as 'ordinary' working men, Frank Donlon is a highly cultured individual with good taste and a serious outlook on life.

Brother Donlon's long years of experience in railway trade unionism and his profound concern for the future of the industry in which he grew up will be of immeasurable value to the National Union of Railwaymen in the period that lies ahead. The emergence of British Railways from the Beeching plan as a completely reshaped organization will present the Union with some difficult problems to solve.

In such circumstances the quality of the President can be all-important. He has the task of guiding the union's policy-making bodies along lines which will not only maintain the organization's own strength, but also ensure that it plays a responsible role within the economy. Brother Frank Donlon brings to the job not only the maturity of judgment which comes from years of decision-taking at all levels of the Union's structure, but also a breadth of vision which will enable him to rise above sectional differences and see issues simply in terms of the ultimate good of the greatest number.

# Labour in Thailand



THE WORLD OF FREE LABOUR applauded the Thailand government's announcement last year that steps were to be taken to enable workers to revive their trade unions. Labour organizations were banned in Thailand in 1958 by the military government which then took power. Since that time the International Confederation of Free Trade Unions has protested repeatedly to the Thai government and appealed for the introduction of a new labour act and for a more liberal attitude generally. However the Thai government now feels that trade unions are necessary for Thailand's industrial development, and a committee has been set up to study ways and means of enabling workers to organize themselves again.

Before this announcement was made, the Thai press had been giving some considerable attention to the country's unsatisfactory labour situation. Employers in Thailand are in the habit of exploiting workers, who have had no protection since trade unions were banned in 1958 and the labour acts repealed. Employees are forced to work on public holidays without proper wages or compensation; and those who demand higher wages are replaced by unskilled workers who are content to receive poorer pay. The newspapers have been calling for the restoration of trade union rights so that workers may once again organize openly and protect themselves against this kind of exploitation.

In 1958 labour legislation which had been enacted two years previously was

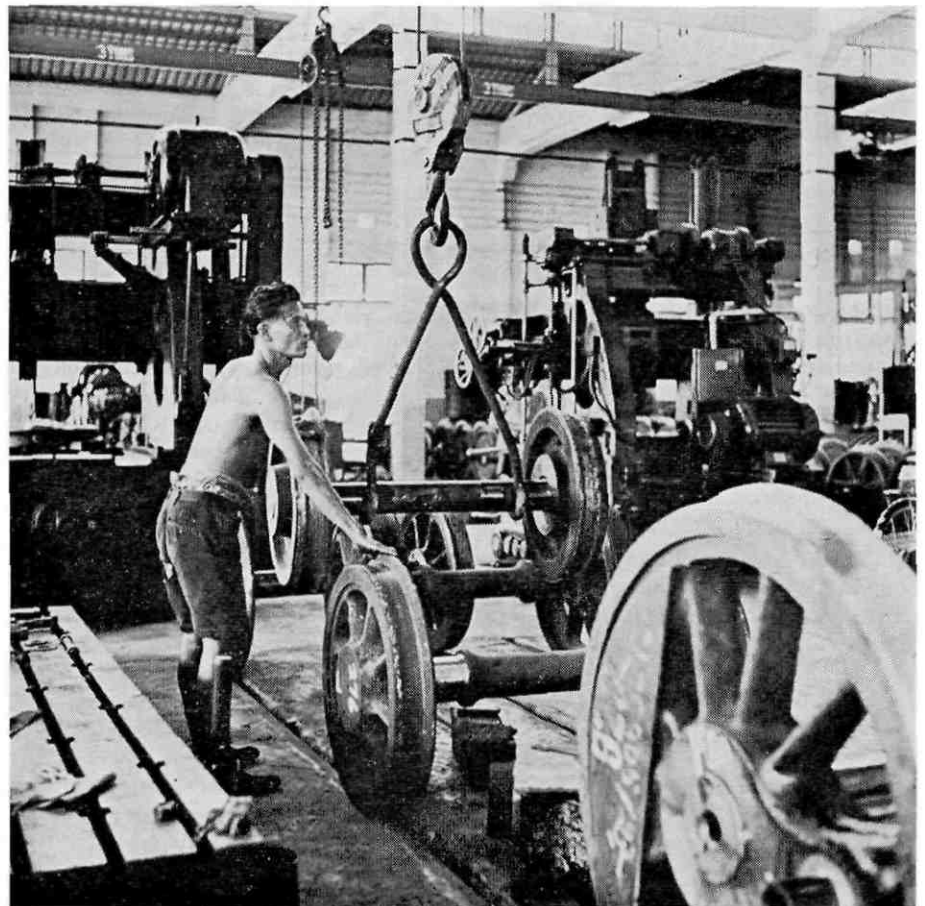
repealed, all trade unions and labour federations were abolished and a number of trade unionists were imprisoned. The Governing Body of the International Labour Organization, of which Thailand is a member country, last year expressed grave dissatisfaction at the failure of the Thai government to give a clear answer to the ICFTU's charges that basic human rights had been violated in Thailand. The news of the government's recent announcement on a possible improvement in the trade union situation is therefore encouraging.

## Thailand in general

Thailand's population has been estimated at some 28 million. This figure includes approximately 3 million Chinese, 700,000 Malays, and 30,000 Vietnamese. Thai is



*Trainee pilots attending an ICAO assisted aviation school in Thailand. Many such training facilities are very badly needed*



*In 1958 there were 136 trade unions registered with the government, with a total membership numbering around 25,000*



According to the 1960 population census, a relatively small proportion of workers were employed in the transport industry

the official language and Buddhism is the religion of the majority. The literacy rate for persons 10 years of age or older was 70% in 1960. Thailand, formerly known as Siam, was an absolute monarchy until the coup d'état of June 1932. The monarchy subsequently became a constitutional one. In 1958 Field Marshal Sarit Thanarat seized power and assumed the functions of prime minister. The national assembly, consisting of 240 members appointed by decree, is at present serving as an interim legislature pending the adoption of a new constitution.

Over 80% of the population live from agriculture. Rice accounts for 36% of the nation's exports, by value; rubber for 21%; and tin, corn, teak, tapioca and kenaf (a rope fibre), together, for a further 25%. What industry there is, is mainly concerned with processing agricultural commodities, producing consumer goods and manufacturing building materials.

### Employment

According to the 1960 population census, the labour force consisted of 13,752,000 workers, or 53% of the population. Of these 11,834,000 were engaged in agriculture, forestry, hunting and fishing. No more than 166,000, a very small proportion by comparison, were employed in transport. The remainder were engaged as follows: 780,000 in commerce; 655,000 in service industries; 471,000 in manufacturing; 68,000 in construction, repair and demolition; 29,000 in mining; 16,000 in electricity, water and sanitary services; and 233,000 in other occupations.

The census showed that 58% of the labour force were unpaid family workers

and 30% were self-employed; 8% were wage earners in private industry and 4% were government workers. Women, most of whom are unpaid family workers in agriculture and commerce, according to these figures provide almost half the labour force. The principle of equal pay is applied for women in wage-earning occupations.

There is little constant unemployment in Thailand, but underemployment and seasonal unemployment are widespread. This is mainly due to the short growing season and the practice of single cropping. Many of those engaged in agriculture work no more than 140 days per year. Industrial production per worker is reportedly low. Technical and vocational training facilities have been increased in recent years through international assistance, but there is still a shortage of skilled workers, managers and professional people. An estimated 10% of the industrial labour force may be classed as skilled.

### Trade unionism

In 1958, when the government abolished the unions, and withdrew the workers' right to organize, there were 136 trade union organizations registered with the government, with a total membership of 25,000. Most of them belonged to the



Workers who demand higher pay are replaced by unskilled labourers content apparently to receive much poorer wages

Thai National Trade Union Congress, which had affiliated with the ICFTU in 1950. Another centre, the Central Labour Union, was dominated by Chinese communists and was an affiliate of the communist World Federation of Trade Unions.

In 1957, before the Tharanat régime assumed power, the Thai government had adopted a labour code, drafted with the assistance of the ILO, but which was

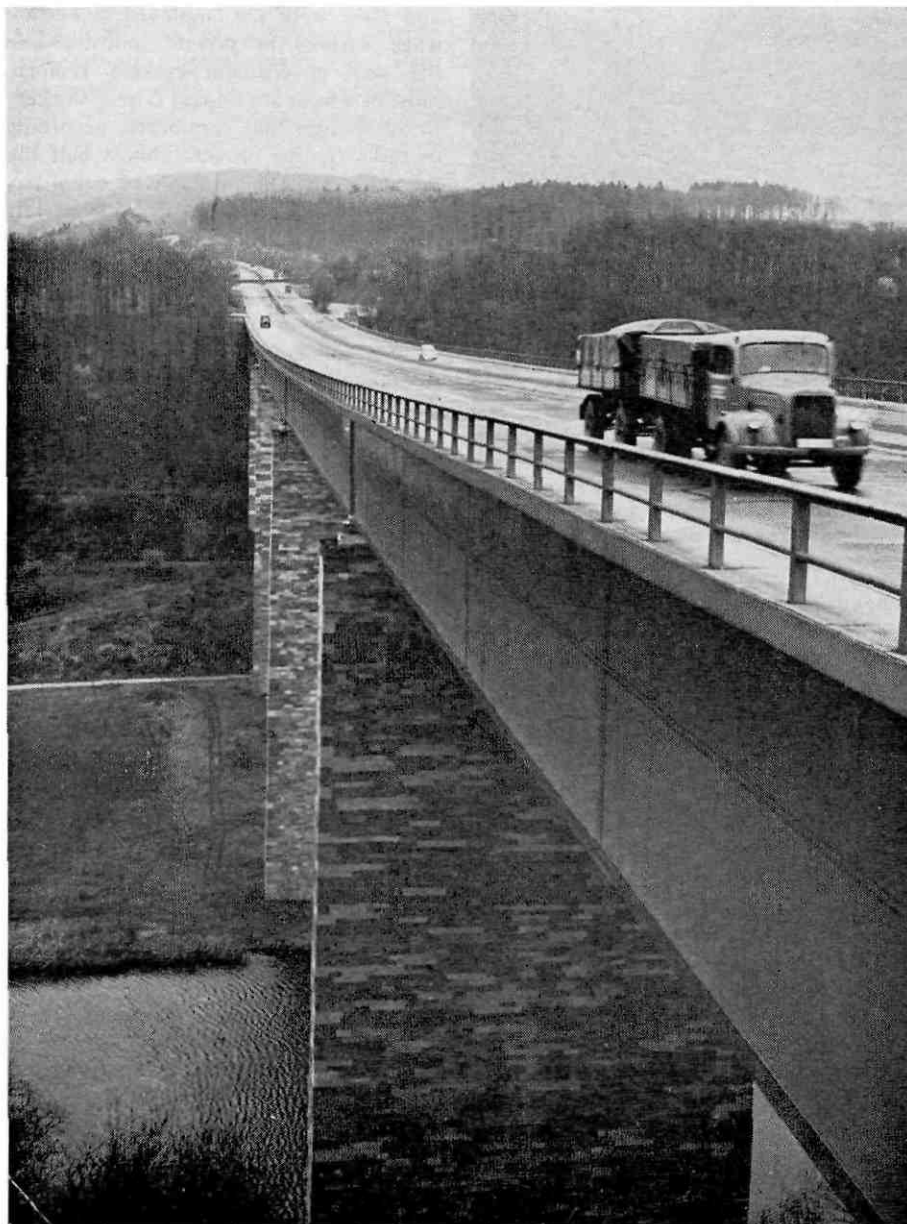
*(Continued on page 58)*

Street scene in Bangkok near the Chinese business quarter. Three million Chinese live in Thailand which has an estimated population of some 28 million including 700,000 Malays





# Professional training for truck drivers



*A training programme has been introduced in Germany by the Transport and Public Service Workers' Union (öTV). Those successfully completing the course receive a certificate*

*A provisional training programme has been devised in Sweden. It provides for twelve weeks' basic instruction and practice on the job. The accent is on road safety*



**T**HE DEVELOPMENT of motor vehicle transport on the roads since the end of the second world war has given rise to difficult problems in all parts of the world. In the forefront of these is the question of road safety. The enormous volumes of traffic now using the roads are giving cause for alarm. According to the United Nations' Annual Bulletin of Transport Statistics for Europe (1962), the number of people killed annually in road traffic accidents in 17 European countries increased from 37,302 to 53,170 between 1953 and 1961. The number of injured increased during the same period from 953,000 to 1,580,000. These increases represent 43% and 66% respectively. From a human and material point of view this is a most deplorable development. The figures exceed by far the numbers of those killed and injured in industry.

The number of vehicles however continues to increase by leaps and bounds, and it is estimated that in some coun-

tries the number of private cars on the roads will double within 8 to 10 years and treble within 15. The number of



buses and road haulage vehicles is also steadily increasing. Statistics of the European Conference of Transport Ministers (CEMT) show that the number of buses in the 17 countries increased from 179,572 to 248,924 between 1951 and 1961 and trucks from 3,226,209 to 5,906,080 over the same period. Without doubt these numbers will also continue to increase.

CEMT statistics also indicate the expected increase in volume of road haulage traffic in millions of ton/kilometres for six countries in 1959 and those expected for 1970:

Country	Millions ton/kilometres	
	1959	1970
Germany	20,533	24,600
Belgium	7,592	13,594 to 15,851
France	23,200	46,000
Italy	35,608	49,261
Netherlands	7,600	17,610
Sweden (estimated)	7,500	15,000 to 20,000

There is no reason to doubt that these forecasts of vehicles using the road and of goods traffic hauled by road will not prove correct in six years' time. They give a good idea of the demands which will be made on the roads by that time. One thing is sure: no matter how much the authorities do in the way of road construction, they will not be able to keep pace with the increased volumes of traffic using the roads. More measures for the regulation of traffic may be expected, but the competence and sense of responsibility of the individual driver will count for more than ever before.

The professional driver, who drives tens of thousands of kilometres per year to earn his living, is more exposed to risks on the road than is the owner of a private car, who merely takes his vehicle out for a short trip to work and back every day, or takes his family out for a drive at weekends. An investigation carried out in Germany has shown that heavy freight trucks, representing 13 per cent of all road vehicles in that country, were involved in 21 per cent of all road accidents recorded. In 18 per cent of these cases the persons involved sustained injuries and in 27 per cent fatalities were recorded. The proportion of vehicles of over nine tons involved in fatal accidents was seven and one half times as high as that of private cars.

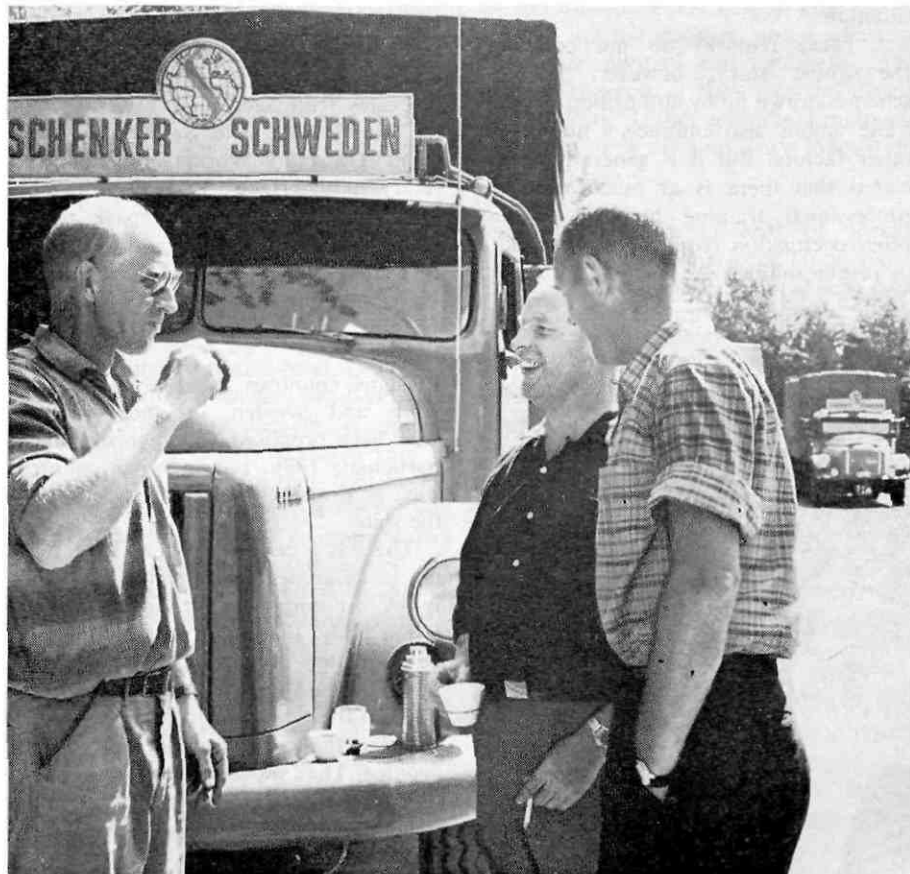
It is clear that the professional driver's responsibility is a heavy one. The public expects his behaviour in traffic and his command of his vehicle to be an example to other road users. Yet as a worker the truck driver is still hired as just another wage-earner. His aptitude, competence and sense of responsibility are, however, preoccupying public authorities to an ever-greater extent. It is therefore necessary to make every effort to place the professional driver in a position where he can fulfil the public's expectations. The transport workers' trade unions have a vital contribution to make here.

The International Labour Office has done work in this field. A report submitted by the Office to the Sixth Session of the ILO Inland Transport Committee held in 1957 in Hamburg dealt extensively with the question of improving the professional training of drivers. It pointed out that the truck driver needed more than the ability to steer and change gear correctly. If the road toll and the financial loss incurred by poor driving were to be reduced, drivers should be given a

fuller appreciation of the finer points of driving. The report had the following to say:

'Although public safety is rightly regarded as a prime reason for adequate driver training, the desirability and indeed the necessity on economic grounds for improved training is also becoming increasingly recognized. A commercial vehicle driver may have an unblemished safety record but, due to inadequate understanding of the mechanics of his vehicle, he may be guilty of faulty as distinct from unsafe driving, which will cause damage to his vehicle, and so reduce its working life that his employer will be involved in heavy expenditure for repairs and ultimately for its premature replacement. Economic driving — so important in commercial operation — is an aspect to which little attention is paid as a rule. High speed driving is not only dangerous but expensive. Tests have shown that on certain types of vehicle nearly double the mileage can be obtained from a gallon of petrol at a speed of 30 miles an hour as compared with

*Some kind of professional training will afford the truck driver a certain status, which he does not have if he is regarded as no more than just another wage earner. There is more to a driver's job than this — he carries a heavy responsibility under modern conditions*



a speed of 60 miles an hour. Fast cornering uses up the tyres. Racing the engine when the car is stationary consumes petrol and oil and causes unnecessary wear . . .

'Mere driving experience is not enough. There is sometimes a wide difference between the experienced driver and the good driver. A driver who has never been properly taught may obtain experience from years of actual driving, but he may never make a good driver. The good driver must not only know how to make the various movements, but must also appreciate the reasons why they should be made.

'On the other hand teaching alone, however thorough, is also not by itself sufficient to produce a good driver. As with most other forms of vocational training, theory and practice need to be closely related. The good driver requires 'road sense', and this can be acquired only by a combination of teaching and experience. It is made up of a number of factors - accurate judgment of distances, speeds and movements, and anticipation of possible actions by other road users. It is evidenced by quick and correct reaction to a sudden, unexpected and sometimes complex road situation . . .'

These remarks do not constitute the whole story, however. Training schemes drawn up by authorities, firms or trade unions also embrace a number of other factors. But it is generally appreciated that there is as much need for professional training here as in any other occupation requiring definite skills or responsibilities.

*Executing a manoeuvre without endangering other road users demands skill*



*The training schemes mentioned in this article are all run in European countries, with the exception of the Israeli programme, but there is no reason why African drivers should not benefit by such facilities in their own countries. Indeed some already do*

The ITF has, since the Vienna Conference of its Road Transport Workers' Section in 1961, been actively preoccupied with the question of professional recognition of transport drivers. As a result of discussions at this Conference a working party was set up, consisting of delegates from Germany, Great Britain, the Netherlands and Sweden, and the Road Transport Workers' Section Secretary, to undertake a study of professional recognition and to prepare recommendations for possible training schemes. In some countries such as Germany and Israel, unions have already begun to operate their own driver training schemes.

In some countries, such as the Netherlands and Sweden, schemes exist, or have been proposed, in which the unions participate fully, but in other countries such as France, schemes are operated by the state.

There is a certain danger, when training programmes are operated unilaterally by an employer, or any non-trade-union body, that such programmes may be exploited for cheap labour. Trade unions should ensure their own participation in the schemes, financial and otherwise, so that such eventualities may be avoided. They should advise on the structure of the course and supervise the instruction and the holding of examinations. In order to promote this kind of



*This Swedish driver will soon be able to benefit from proper training. The Swedish union and the authorities have been negotiating the introduction of a training programme lasting twelve weeks and divided into three parts, with emphasis laid on safety*

training, agreement should be reached between the unions and employers as to what financial compensation should be offered to the trainee for his qualification. The Dutch scheme, which operates for bus as well as truck drivers, offers a supplementary payment of Fl.3.70 per week (approximately 7s. 2d. or \$1.03). Qualification in the Israeli scheme also carries extra payment.


Details of the German programme may serve as an example of what these courses provide. It is run by the ITF-affiliated German Transport and Public Service Workers' Union (ÖTV) and operates as preparation for an examination, in which successful candidates receive an ÖTV certificate. It provides for fifty hours teaching and is divided into two parts: basic instruction and preparation for the examination proper. Subjects included are: driving rules and road safety; rules on lighting and equipment; proper control of the vehicle; knowledge of the engine and vehicle parts; knowledge of documents and legislation concerning transport; vehicle maintenance and fault tracing; transport economics, social legislation and regulations pertaining to working hours in road haulage; preparations for a trip (planning routes, preparing the vehicle and the documents, etc.); international transport (regulations and documents, international agree-

*(Continued on page 58)*

# New deal for Liverpool dockers



*The docker needs a system whereby he may be assured of a constant income as well as maximum opportunities to increase his earnings. The Merseyside scheme aims at this*

 WITH THE NEW YEAR, 1964, came prospects of better living for the dockers of Britain's Merseyside ports, Liverpool and Birkenhead. A new scheme for the decasualization of port labour, worked out jointly by the dockers' union and their employers, had been presented to them for their approval and comments. This scheme, which is the result of two years' work on the part of the Liverpool district of the ITF-affiliated Transport and General Workers' Union and the Employers' Association of the Port of Liverpool, provides for some revolutionary innovations in Mersey port labour conditions.

*The Merseyside port employers have agreed to press forward with measures designed to reduce quay congestion and thus enable the men to increase their piecework earnings*



Under conditions prevailing until now the majority of dockers were guaranteed 8s. per half day, and they were paid the guaranteed weekly minimum of £7.16.9, if insufficient work was available to bring their earnings up to this level. Under the new conditions, however, on days when no work is available dockers on contract terms will receive a guaranteed rate of 18s. per half day, so that the weekly minimum becomes £9.9s. A docker will be entitled to keep his guaranteed pay in addition to what he has earned for days worked. A man who is unable to work through sickness or injury will receive the guaranteed weekly rate for a maximum of eight weeks in any one year.

The new scheme provides for the majority of dockers to work on weekly contract terms. About a quarter will be employed on a regular basis by individual companies (established or company contract workers), though they will be transferable to other parts of the port if re-

quired. The large majority of dockers not in these groups will be employed as 'Port contract workers' by a new company to be set up collectively by the Mersey port employers. They will report at control centres and work where needed. About 90 per cent of the total dock labour force will fall into these three groups. The remainder will be in a reserve pool, which will consist mainly of new entrants. The latter will be subject to terms and conditions hitherto prevailing, but will be eligible for promotion to the port contract group after two years' experience. Reserve pool men will however get a fair share of the available work. No redundancy will result from the scheme.

The employers have in addition undertaken to provide better washing and toilet facilities throughout the port, and to press forward with measures to reduce quay congestion and thereby enable the dockers to increase their piecework earnings.

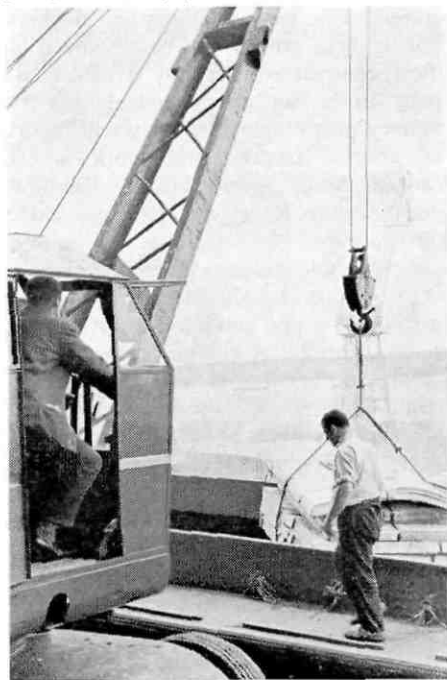


The new scheme has come about through recognition by both sides that there is a need for improvement in port labour conditions on Merseyside. The docker needs a system whereby he may be assured of a constant income and maximum opportunities to increase his earnings, and which gives him facilities enjoyed by workers in other industries. The port, which is in a constant state of growth and modernization, needs a labour force to handle cargo speedily and efficiently when and where required. The dockers are thus asked for their cooperation in achieving maximum mobility of labour and in eliminating certain work practices detrimental to the effective operation of the port.

This is the return which the employers are asking for the extensive improvements in pay and conditions which have been offered the dockers. It is not an unreasonable demand, for a scheme which as one of its main objectives aims at bringing more trade to the port can only benefit the dockers in the long run as well as through the improvements they immediately gain. It is to be hoped that other ports will follow Liverpool's example.

In addition to the explanatory booklet detailing the scheme, a film has been made in order to help dockers and their families understand its objectives. The film, lasting 12 minutes shows dockland

*The majority of Merseyside dockers will be employed on a weekly contract basis, with full guaranteed pay when no work is available*



scenes along both banks of the Mersey and is provided with a commentary calling for the dockers' cooperation in the new scheme. The film, the cost of which was borne by the Employers' Association, was shown in most Merseyside cinemas and was also available for private showing.

*(Continued from page 53)*

abrogated the following year. Most of its provisions were however put into effect once again through ministerial directives. These directives covered limitations on working hours, rest periods, paid public holidays, payment of wages, compensations for dismissal and for work injuries or death, and regulations for the employment of women and children. Social security legislation has been in the draft stage since 1959, and there is no wage minimum.

Wage rates vary approximately from 10 to 20 baht (3s.4d or 47 US cents to 6s.8d or 93 cents) per day for unskilled workers, and from 30 to 60 baht (10s. or \$1.40 to £1 or \$2.80) per day. Many employers house their workers and provide them with cheap food and free medical attention. Wage rates outside Bangkok are considerably lower, but on the other hand the purchasing power of the baht is greater in the provinces.

The working week is limited by law to 48 hours in industry except in hazardous occupations, where it is 42, and to 64 in commerce. Night work is forbidden for women and children. Children under the age of 12 are not allowed to work and young people between the ages of 12 and 16 may not work more than 36 hours per week. There are regulations laying down daily rest periods and a weekly day of rest. In practice however periods of work vary from 35 hours a week for government employees to 48 and 56 hours in most industrial occupations.

Labour legislation comes under the jurisdiction of the Labour Division of the Department of Public Welfare. This office has, since 1957, provided mediation and conciliation services in labour-management disputes. Under present legislation however strikes are illegal, and none have been reported since 1959. The Labour Division is handicapped in the enforcement of the labour laws through lack of funds and insufficient trained personnel.

If Thai workers gained their freedom to organize and to fight for better standards of living and better working conditions, they would undoubtedly wish

to acquire more knowledge and skills. In this way Thailand's industrial development would not have to be held back because of insufficient trained personnel or workers willing to train for skilled professions. The recent news that a way is being prepared for the revival of trade union activity in Thailand is to be welcomed as a step forward on the road of social progress.

*(Continued from page 56)*

ments and liabilities); transport techniques (fluids, dangerous materials, pallets, containers, etc.); and what to do in the event of an accident.

In Sweden no permanent scheme is yet in operation, but the ITF-affiliated Transport Workers' Union has been negotiating with the employers on the introduction of a training programme. A provisional syllabus has been worked out, providing for basic instruction in much the same subjects as the German scheme. Here, however, the accent would be on practical training, in which employers and vehicle builders would cooperate extensively. The training course would last twelve weeks and would be divided into three parts. The first part of the proposed syllabus lasts six weeks and includes most of the theoretical instruction; the second part lasting five weeks provides for practical training on the job; the third part consists of one week's preparation for the examination. Throughout the Swedish course emphasis is laid on safety and much attention is given to first aid and procedure in the event of an accident.

As a result of the work which has been done in the ITF on furthering professional training for drivers, a report was prepared on the subject and submitted to the Copenhagen Conference of the Road Transport Workers' Section last October. This report was extensively discussed and approved by the Conference. The various recommendations made in it concerning the contents and the carrying-out of programmes are to be elaborated further in the light of discussions which took place in Copenhagen. There is a lively interest amongst affiliated organizations in the whole question of improving the status of the professional driver, and drivers themselves have responded well to facilities which have already been provided. Authorities and employers have by and large not shown any great interest as yet. Efforts will be required on the trade

*(Continued on page 60)*





This sketch gives some idea of the chaos on the streets of London which resulted from the growing popularity of public transport. The pedestrian's life was perhaps even more of a misery on the busier thoroughfares than it is today, judging by this artist's impression

# Victorian public transport

**Ⓜ** THIS IS THE FIRST OF TWO VOLUMES OF LONDON TRANSPORT'S OFFICIAL HISTORY.<sup>\*)</sup> But it is not merely the story of the origins of the world's largest urban passenger transport system; it is also to a large degree the story of London itself during the nineteenth century. The main theme is the journey to work and the physical growth of London. The rapid expansion of urban population during the nineteenth century meant that accommodation was needed outside the centre of London and transport to bring the people in to their place of work developed out of this need.

The poorest people were confined to the centre, having neither the leisure to walk nor the means to ride a distance from their work. The commercial development of the city meant that central accommodation became more and more crowded and insanitary. However, as hours of work gradually shortened and pay improved, people could begin to move to the outskirts and public transport to and from work really came into its own.

To begin with horsedrawn vehicles on

the main roads and steamboats along the Thames dominated the scene, but the spirit of the railway age spread rapidly towards the 1850s and 'suburban rail transport also became a force to be reckoned with. 'In, the first half of the century, public transport, if not yet an essential element in London's life, was becoming a very important adjunct to it. Later, in the railway phase, it became a prerequisite of continued outward growth.'

But an even higher proportion than those who travelled daily to work used

<sup>\*)</sup> *A History of London Transport, Vol. 1 - The Nineteenth Century*, by T. C. Barker and Michael Robbins Published by Allen & Unwin at 40 sh.

public transport for pleasure excursions on Sundays and public holidays, for shopping expeditions from the suburbs, and for visits to theatres and music-halls. 'Transport services not only enabled London to grow outwards, they also helped it to develop as a centre of amusement, pleasure and recreation.'

The authors trace the development of the different public transport vehicles in use during the nineteenth century, beginning with the short-stage carriages of the early 1800s. These carried passengers from the suburbs into the centre but were not permitted to pick up passengers in central London because the hackney cabs – forerunners of the present-day taxis – enjoyed a monopoly of this traffic, which was not broken until the early 1830s. In '29 the first horse omnibuses made their appearance, based on French models and capable of seating twenty passengers inside. These quickly displaced the short-stage carriages and began to carry roof passengers.

Omnibus operators did not have an easy time during the early days. They were heavily taxed, poor roads made maintenance costs a sizeable item of expenditure, and the price of horse-feed fluctuated according to the quality of harvests. Steamboats plied regularly on the Thames from 1815 on and the first suburban railways began to operate in 1836, developing a network which extended for several miles all round London by the 1850s. The main function of public transport at mid-century was carrying excursion traffic rather than what we know today as commuter traffic and considerably fewer people used the railways than the omnibuses and river boats.

The book makes it clear that the present-day urban traffic problems which are the subject of so much controversy were by no means unknown a hundred years ago. The rapid increase in both passenger and goods traffic in the narrow city streets caused congestion and danger to life and limb which appears to have been almost as bad as anything we see today. Vehicles were ponderous, cumber-

*(Continued from page 58)*

union side to convince them of the need for their participation in driver training programmes. But the existence of the various training programmes mentioned above is an encouraging sign, and it is hoped that the need for such training will soon be recognized in all countries where road haulage is an important means of transport.

some and slower moving and the streets they used were as ill-designed for large quantities of horse-drawn traffic as today's are for the excesses of the motor age. However, the establishment in 1855 of the Metropolitan Board of Works (now the London County Council) and the merging of most of the omnibus companies to form the London General Omnibus Company – originally an Anglo-French concern – led to improved roads and greater order and discipline in public transport.

It soon became clear, however, that omnibuses, suburban railways and steamboats were still inadequate to cope with the growing passenger traffic, and in 1863 the first Underground line was opened. The book describes the difficulties of tunnelling in built-up areas and the 'consumer resistance' to underground travel which had to be overcome. 'A subterranean railway under London was awfully suggestive of dark, noisome tunnels, buried fathoms deep beyond the reach of light or life; passages inhabited by rats, soaked with sewer drippings, and poisoned by the escape of gas mains. It seemed an insult to common sense to suppose that people who could travel as cheaply to the city on the outside of a Paddington bus would ever prefer, as a merely quicker medium, to be driven amid palpable darkness through the foul

subsoil of London.' These fears were allayed, however, as this passenger's account from 1863 shows: '... Mary Anne and I made our first trip down the "Drain". We walked to the Edgware Road and took first class tickets for Kings Cross (6d. each). We experienced no disagreeable odour, beyond the smell common to tunnels. The carriages (broad gauge) hold ten persons, with divided seats, and are lighted by gas (two lights); they are also so lofty that a six footer may stand erect with his hat on...'

The authors describe how gradually the railways and underground attracted the longer distance traffic, particularly at the upper and lower ends of the social scale. The comfort of the first class railway carriages attracted those for whom the omnibuses seemed too rough, while the low fares and special 'workmen's trains' attracted the poor. The horse-tram was introduced in 1870 to supplement public transport services into London from the suburbs, but had not penetrated into central London to any great extent before the turn of the century.

A chapter comparing the working conditions of employees of the different forms of public transport makes interesting reading. The cab driver of the nineteenth century operated very much in the same way as his twentieth century counterpart, owning his own vehicle or

*Horsebus of 1890 belonging to the London General Omnibus Company. The upper deck has the later 'garden' seats facing forward. The Company in its advertisements made great play with the complete respectability and even the gentility of its drivers and conductors*





*A London omnibus of 1887 outside London Bridge station. The upper deck has a 'knife-board' seat — two benches divided by a common back rest running lengthwise down the carriage. The outside staircase was a relatively late innovation; at first passengers had to clamber up however they could*

hiring it and the horses from the owner of a fleet of cabs. Cab drivers formed a number of trade union organizations towards the end of the century, and these were responsible for strikes to get hiring charges reduced, culminating in 1894 in a general strike at all yards between 15 May and 11 June. The dispute was referred to the Home Secretary, and a new and more satisfactory scale of hiring charges was agreed. But cab-drivers had to work hard for their money. In 1892 the General Secretary of the London Cab Drivers' Trade Union said that they had to work fifteen hours a day and every other Sunday to earn a living wage.

Omnibus conductors were paid a fixed wage, but supplemented this by pocketing a certain proportion of the fares collected and sharing this with the driver and horse-keepers. This system was accepted by the companies as more or less equitable provided their receipts remained at a reasonably steady level, but in 1891 they proposed to introduce tickets, with an increase in wages to compensate. This resulted in a strike of omnibus drivers, which did not prevent the introduction of tickets, but which did achieve a 12-hour day. Previously omnibus crews had worked fifteen to sixteen hours a day, seven days a week, with snatched meals and only infrequent odd days off — unpaid of course.


Tramway employees were a little better off than their colleagues on the 'buses. The ticket-issuing system had been used from the outset, and conductors were paid a fairly decent wage. They formed a trade union at the time of the great 1889 dock strike, and a midday rest period of three hours was introduced. 'In 1889', testified

a tramway man who later became a union official, 'most of the companies gave the men better conditions of labour and the inspectors... treated the men with more civility and altogether better than they did previous to any union being formed and furthermore the system that had been in vogue of fining the men excessive fines was practically abolished from the first agitation.'

Railwaymen were rather better off than omnibus or tramway workers. Employment on the railways offered security, a certain degree of social standing, and prospects for promotion. In the 1890s railwaymen worked a 54-hour week in shifts of eight to nine hours. Overtime was paid at time and a quarter and they had the advantage over other public transport workers of being supplied with free uniforms.

Towards the end of the century experiments were made with new methods of traction — cable, clockwork, compressed air and above all electricity, which was used underground in the first 'tube' trains. The second part of London Transport's history will open with the development of electric traction for underground trains and its extension to the electric tramcar.

### Common market for Africa

 THE UNITED NATIONS' Economic Commission for Africa met towards the end of last year to discuss a report on the setting up of a possible common market for Africa. At present two thirds of Africa's total trade is with Western Europe; one tenth only is accounted for by inter-African commerce. An African economic community would mean that customs barriers and other hindrances to trade would be swept aside in Africa itself. The result would be a powerful stimulus for industrial growth along with an improvement in social conditions.


The work of the ECA is therefore of the greatest importance for it is paving the way for a situation where Africa's vast untapped resources would in world trade have a significance as great as Western European production. Exchanges of products and services between vast markets in Africa, America, Europe and Asia would hold great promise for the future even if the development of trade took several decades.

The problems of building a common market in Africa are great enough. It is not merely a case of eliminating barriers

to trade and thus bringing incentives to production. The first necessity is to produce something to trade with. Economic planning is needed which will ensure the proper exploitation of Africa's natural riches. In this respect the various countries of the continent complement each other as to climate and soil. A short term policy is possible in which production may replace imports. The immediate consequences of a common market in Africa may therefore be increased internal trade, with a common tariff wall which will result in temporarily reduced external trade.

This should nevertheless not give way to disillusionment in view of the immense long term possibilities of industry and commerce in Africa.

### Apprenticeships for Swiss drivers?

 ALTHOUGH the term 'professional driver' is current, the members of this profession are generally classed as 'semiskilled workers'. A man who has successfully taken a driving test for heavy road vehicles automatically becomes a professional driver. All the rest is acquired by practice and experience. Faced with the growing intensity of traffic, increases in weights, dimensions and speeds, and the rising value of the vehicles and goods transported, the responsibility of the professional driver has increased during the last few years to the point where thorough training has become absolutely essential. Employers and workers in Switzerland both recognize this.

As the law stands there are two possibilities: the first is a formal apprenticeship with a final examination and the award of a diploma or apprentice's certificate; the second is a period of instruction with an examination and award of a certificate under the supervision of the professional associations. Certain employers in the road transport industry feel that an apprenticeship without the participation of the authorities would be a risky business, so the Swiss federal government has come out in favour of the introduction of a formal apprenticeship.

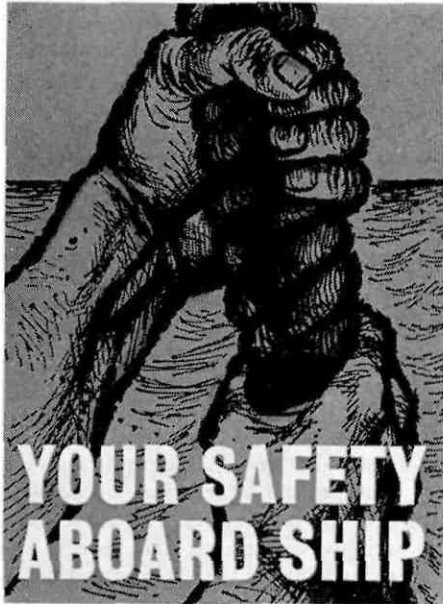
The point of view of the ITF's Swiss affiliate, the Union of Commercial and Transport Workers, is summed up as follows:

- the introduction of an apprenticeship scheme with a final examination is approved;
- the period of this apprenticeship


*(Continued on page 72)*




# Round the world of labour



## Avoiding accidents on board ship

 AN INTELLIGENT LITTLE PAMPHLET has recently been prepared in the United Kingdom, designed to make seafarers more safety conscious and to reduce the number of accidents on board ship. Entitled *Your safety aboard ship*, the pamphlet gives 24 pages of information – for those who don't know, reminders for those who do – on how and when accidents occur and showing the proper way to do a job so they are avoided. Each heading is well illustrated, and the booklet, prepared and distributed free of charge by the owners, carries a foreword by Brothers D. Tennant and W. Hogarth, leaders of the British Officers' and Seamen's Unions.


## For an air transport policy in France

 UNIONS GROUPING AIR FRANCE flight and ground staff are demanding a reorganization of the French state and private airlines which would permit an air transport policy more in line with the principle of public service. Regulations, they say, are needed for air freight traffic which would render competition less bitter between Air France and


the private companies. Such regulations are all the more desirable from the unions' point of view, since they would ensure security of employment for thousands of French civil aviation workers.

Last year the unions published a memorandum, entitled *Pour une politique des transports aériens* ('For an air transport policy'), which was designed to inform the public on all that is not right in French air transport. Since 1952, when the private companies were allowed a share in the Mediterranean routes, Air France has gradually lost numerous important routes serving Africa. The loss of these services, to the advantage of the private companies, is the reason why Air France shows a deficit, the unions' memorandum states.

## Cure for overlapping union memberships?


 EXPLORATORY TALKS have recently been held between two of the largest unions in Great Britain to see whether they can rationalise their memberships. The unions concerned, the ITF-affiliated Transport & General Workers' Union and the National Union of General and Municipal Workers, together have more than two million members, and in some industries their memberships 'overlap'. One suggestion is that the membership should be concentrated in the union with the strongest position in the industry concerned. Another idea is that they should look at the position factory by factory to see if membership could be concentrated in one union at that level.

## ICFTU and UNESCO


 THE INTERNATIONAL CONFEDERATION of Free Trade Unions has recently issued a report on its relations with the United Nations Educational, Scientific and Cultural Organization over the last six years. The ICFTU lists its own trade union colleges in Calcutta and Kampala, together with two more proposed colleges in Mexico and Abidjan. It then details the courses and projects organized over the past six years which,

while they were designed specifically for trade unionists, can fairly be said to come within the programme of education supported by UNESCO. The ICFTU also participated in many meetings organized by UNESCO, for instance, the Conference on Adult Education, Montreal 1960; Symposium on Educational Planning, New Delhi 1962; European Conference on Adult Education, 1962; International Forum of African Women and Adult Education, November 1962; UNESCO Research Centre for economic and social development in South East Asia; and various meetings in the field of social science.

## Machine that reads tickets

 AN EXPERIMENTAL AUTOMATIC TICKET barrier, fitted with an electronic device for 'reading' tickets presented to it, has been brought into use at a London Transport Underground station. At first it will be used only for ingoing passengers, who buy their tickets as usual and then insert them in the gate which will 'read' them before the passengers pass through to the trains. The tickets are yellow and coded with special ink. The London Transport Board introduced the experiment after studying similar American schemes, and plan to progress to electronically controlled exit barriers, and eventually 'stored fare' tickets, whereby a passenger pays a lump sum for a ticket which he can use on any part of the Underground until the amount of travel represented by the cost of the ticket has all been cancelled by electronic barrier control.

## Inquiry into London busmen's conditions

 A COMMITTEE of Inquiry was recently set up to review the pay and conditions of employment of drivers and conductors of London Transport buses, and in December it issued an interim report on its findings up to that point. The inquiry is still continuing, but we think it is worth quoting some of the points made in the interim report.





*'Some features of the London Busman's job:* The London busman has to cope with some of the heaviest and most extensive concentrations of traffic in the country. Where congestion occurs in peak hours, both driver and conductor need tact and patience in dealing with the public. The London Transport Board has rightly set certain standards in recruiting the drivers and conductors. These standards are in respect of aptitude, physique and age; certain personal qualities of temperament and appearance are also required. In addition, drivers must hold a public service vehicle licence. The present minimum age for bus drivers is 21 and for conductors 18 and the Board consider that in view of the exacting work and responsibilities undertaken these minimum ages should not be reduced. All recruits have to pass a medical examination on joining and to undergo further examinations during their service so as to maintain the standard of physical fitness which is essential to the safety of the public. The Board has its own training scheme for drivers and conductors.


By its very nature the job of the busman has features which many would find unattractive. He often has to start his day before other workers or finish after them, his turns of duty are constantly changing, and he must work on Saturdays, Sundays and public holidays as part of his routine . . .

(The) increasing volume of traffic has made it increasingly difficult to run buses to time. Delays through congestion or street obstruction cause the bunching of buses and the disruption of schedules . . .


*Recommendations:* . . . The pay of the

drivers and conductors of the London Transport Board's road services, set against the nature of their jobs, the conditions in which those jobs are done, and the net advantages of other jobs, has not proved high enough in recent years to attract and retain a sufficient staff. That pay stands too low relatively to alternative employments in the London area. We consider that the London busmen now rank too low in the London wage structure, and that their relative wages should accordingly be increased.'

### Labour code for Canadian Public Servants


 IT SEEMS LIKELY that the Canadian government will introduce this year a labour code to set down standards for industries under federal jurisdiction. This would involve about half a million workers employed in the railway industry, civil aviation, shipping, the ports industry, banking and broadcasting.

### New talks on Air Union

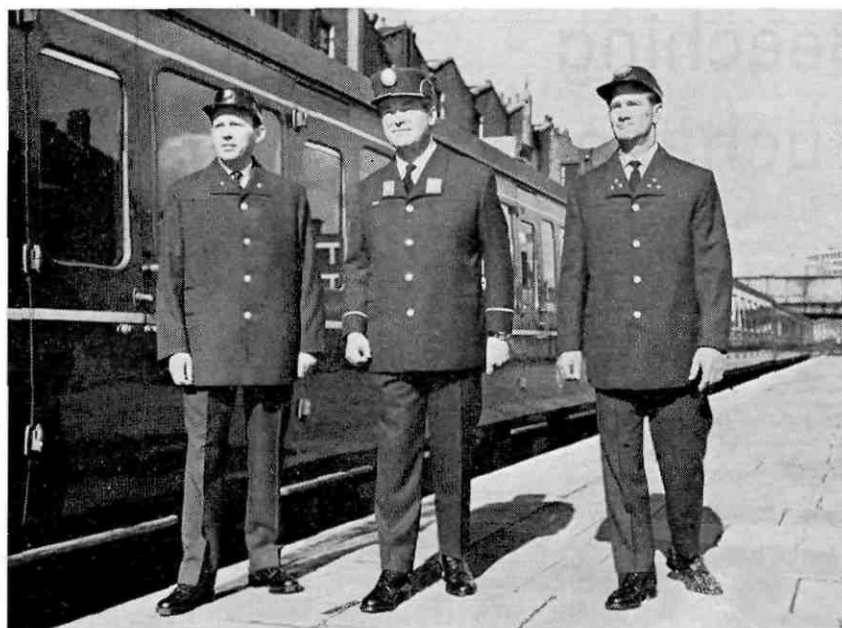
 TALKS REOPENED in January between experts of the European Economic Community countries on the establishment of Air Union. The Netherlands airline KLM, after withdrawing from discussions on the project in 1959, has now provisionally decided to go in

after all. The original plan was for pooling civil aviation services on the inter-continental and Atlantic routes between Air France, Lufthansa (West Germany), Alitalia, Luxair (Luxembourg), Sabena (Belgium) and KLM. The new talks aim at creating a common air transport organization within the EEC to make it easier to get rid of the rules which at the moment prevent the companies from carrying passengers and freight between one another's countries. A formula is being worked out for laying down traffic quotas for each of the airlines involved.

### US to train foreign seamen aboard Savannah

 THE UNITED STATES AUTHORITIES have agreed to train Japanese and West German crews aboard the nuclear powered ship *Savannah*. They would receive the same training as the US seamen who will operate the *Savannah* but it would not be as long. West Germany already has a ship under construction which will be powered by nuclear energy. The 15,000 dwt vessel should be ready for delivery towards the end of 1966. Japan's first nuclear ship is not yet under construction, but the keel is due to be laid in 1965 and completion is scheduled for 1969.

*This picture shows the new uniforms which have been designed for British Railways employees. Left to right: fireman, guard and driver (British Railways Board photograph)*





*Buchanan wants full separation of moving traffic from parked vehicles and pedestrians*

## After Beeching - Buchanan



THESE ARE TIMES of radical rethinking on transport in Britain. 1963 was the year of the Beeching Report, the object of which was to show that Britain's railways could be run on an economic footing by the simple means of reducing the network to those lines which would be sure not to lose money. With regard to the railways 1963 might be said to have been a cheap year for the British government, in spite of the expensive services of Dr. Beeching. But 1963 was also the year of the Buchanan Report, the government's acceptance of which will undoubtedly prove a great deal more costly, if the imaginative and far-reaching ideas contained in it are to be followed up.

The Report, *Traffic in Towns* (Her Majesty's Stationery Office, price £2. 10s), is the masterly result of work done by a group of traffic and town planning experts, led by Professor Colin Buchanan and set up by the British Ministry of Transport to study the problems of traffic in towns. The Report begins by making an objective assessment of road traffic problems and the extent to which they will be aggravated in the future. It discusses the present structure of urban areas in Britain and the inadequacy of the road systems, as they are, to cope effectively and humanely with traffic movements. It puts forward the basis of a new kind of urban system which would

provide for efficient movement of both motor traffic and pedestrians under the pleasantest conditions.

The days are far away when a motor vehicle was obliged by British law to be preceded by a person on foot waving a red flag. The internal combustion engine long ago proved its value for speedy and efficient door-to-door movement; its development in Britain over the past half-century has by far outstripped that of the railways. In Britain 2,305,000 people are employed in connection with road transport either in the manufacture and servicing of vehicles or in their operation. But road transport has now developed to a point where it is in danger

of choking itself to death.

Early in 1963 there were some 10.5 million vehicles in Britain. This figure is however expected to increase a good deal faster than the population itself. At present there are 54 million people in Great Britain. By 2010 this figure will probably have increased to 74 millions. By 1970 on the other hand the number of vehicles in the country will be in the order of 18 million and there is a prospect of 40 million by 2010. The United States can be said to be a generation further into the motor age than Britain. With 75 million vehicles – 410 per 1000 of the population – the US is much nearer what Buchanan terms the saturation level, that is to say the position on the roads where everyone who wishes to possess a car will have one. The expected US saturation level of 550 vehicles per 1000 head of population, would not be arrived at in Britain before 2010.

The roads of Britain are already overcrowded. In the large towns the problem is particularly acute. Vast amounts of traffic crawl into the town centres daily where there is insufficient parking space to accommodate the vehicles. Trucks effecting deliveries have to remain in the carriageway, because the street is lined on either side with parked cars; drivers have to patrol the streets looking for places to park before they can get on with their business. Time and fuel wastage through traffic congestion are a drain on the nation's economy. Buchanan and his team see the need for an entirely new



Road transport has now developed to a point where it is in danger of choking itself to death. The problem it poses in our towns must be tackled with firmness and imagination

approach to road communications and their place in the urban area.

Coupled with the economic losses caused by delays and fuel wastage is the appalling accident rate on the roads. In 1961 7,019 people were killed on the roads of Britain, 73 per cent of them in urban areas. A great many of these accidents involved pedestrians. Separation of traffic and pedestrians is one of the basic concepts of the Buchanan Report.

'It may be that future generations will regard our carelessness in allowing human beings and moving vehicles to use the same streets, and our apparent callousness to the inevitable results, with the same horror and incomprehension with which we recall the indifference of earlier generations to elementary sanitation.' If no radical reorganization of the road traffic system is undertaken in the near future, Britain could well become a

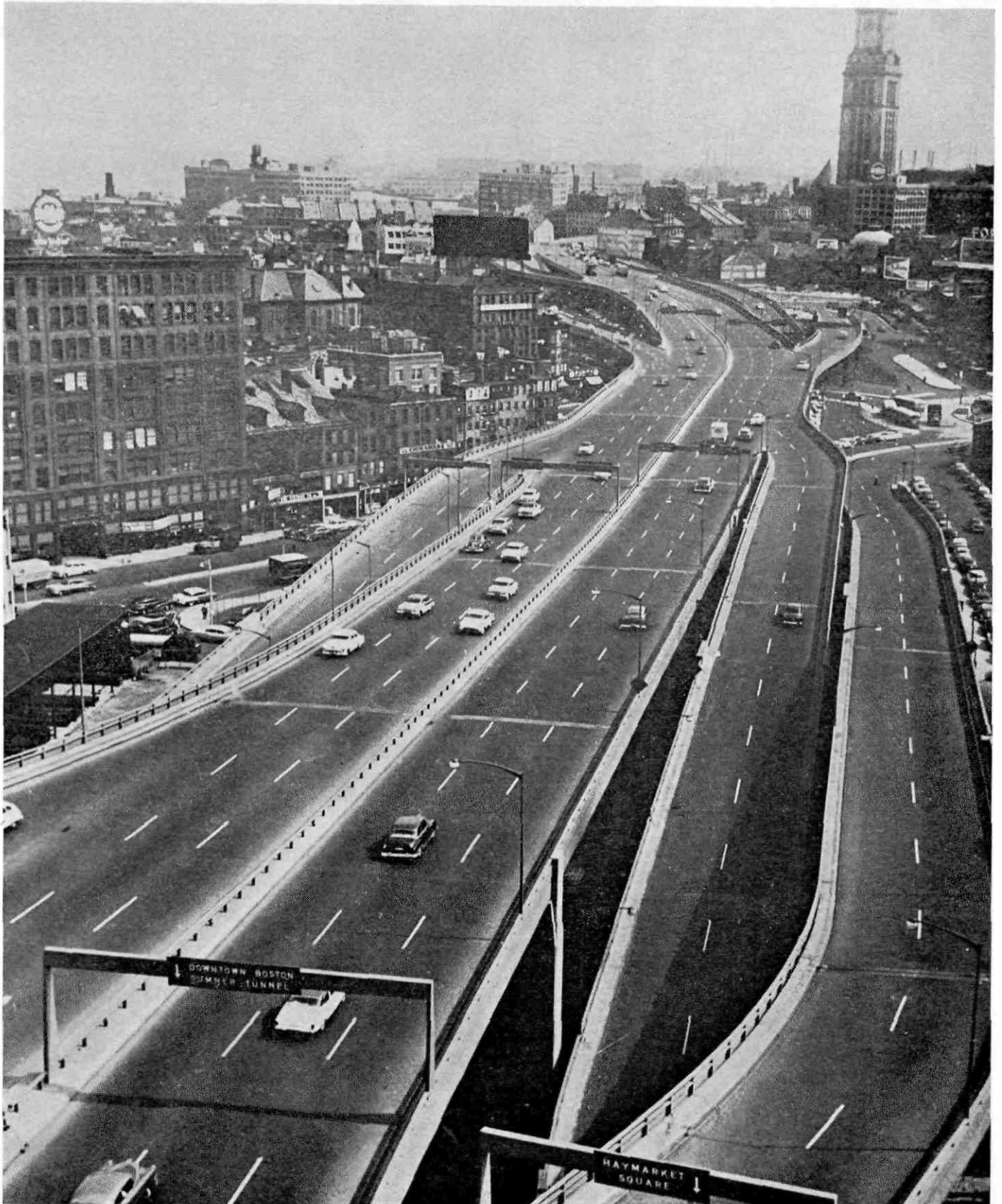
Some of Buchanan's concepts have already been put into practice. Urban thoroughfares on the motorway plan, such as have been built in Berlin, for example, could provide the answer sought

Rooftop parking in Coventry has proved an effective way of keeping parked vehicles off the streets. This part solution of urban traffic congestion is also considered in the Buchanan Report





*The John F. Fitzgerald Expressway, Boston, Massachusetts. An example of how, in the United States, smooth flow of traffic has been achieved unhindered by parked cars and the presence of pedestrians. A recent British study envisages a similar road-planning scheme*







*This pedestrian shopping area in Coventry, England, was once a narrow street busy with traffic. Motor vehicles can now reach the shops by separate service roads for deliveries without hindering pedestrians*

country which is no longer worth living in.

The fundamental purposes of a locality planned or redeveloped on Buchanan lines would be to give traffic free and unhindered movement to its destination, to allow vehicles proper access to buildings and to ensure pedestrians the freedom to walk around without having to cross the paths of motor vehicles. Towns would be arranged in a series of *environmental areas*, or *urban departments* linked by a network of distributory roads. These roads would in no case give direct access to buildings, but only access to environments. Each environment would be provided with its network of smaller roads giving access to buildings. Through traffic would be entirely eliminated from the environmental areas. It would be carried by the distributory roads, some of which would be major city motorways linking one end of the town with another. Pedestrians would have their own traffic-free streets in which to stroll and shop unharassed by the presence of motor vehicles. They would either be streets on their own, similar to the precincts which have already been built in some towns, or walkways at a level above or below the traffic-carrying roadways. Walkways above streets used by motor traffic would give scope for the development of monorail transport, Buchanan points out.


Some of Buchanan's concepts are not new but the extent to which he sees them as necessary in practice is revolutionary. The main causes of traffic congestion in towns — quite apart from the streets being narrow and tortuous, and incapable of carrying present volumes of traffic — may be seen in the fact that the same streets are used for parking, through and

local traffic and pedestrian movement. Buchanan's concepts get away entirely from the traditional arrangement of buildings and streets in towns and relegate through traffic, local traffic, pedestrians and parked cars to places specially designed for them. Some of these ideas have already been put into practice. Urban thoroughfares on the motorway plan in some continental cities, for example, and traffic-free shopping precincts in many city centres. The Buchanan Report however envisages the wholesale redevelopment of towns or urban areas on the lines briefly sketched above. To show how it can be done, sample development schemes have been outlined in the Report for four entirely different areas: Leeds, a large industrial city; Newbury, a small country town; Norwich, a historic town with many buildings and places worth preserving; and a crowded business area in central London.

Redevelopment of Britain's cities on the gigantic scale which Buchanan urges would be enormously expensive, but it is the only way they may be saved from strangulation. The government has accepted the principles outlined in the Report. British transport workers will watch with interest to see if actions follow on words.

### **Manning regulations and dispensations**

*The following is based on a contribution from a member published in the Norwegian Seamen's Union journal. Norwegian manning regulations allow shipowners to apply for 'dispensations' so that they can in certain circumstances employ smaller crews than laid down by law.*

 DISPENSATIONS to the Norwegian manning regulations are being granted far too readily. It is a form of inflation. If dispensations were only granted in exceptional cases and in accordance with the spirit, if not the letter, of the regulations, there would naturally be no cause for complaint. But the number of dispensations covers a large area of the shipowners' activity, and represents a notable reduction of standards of employment for both crew and officers, with no form of compensation. And there is evidence that pressure is mounting to increase the number of dispensations granted.

It is very important that crew representatives should be fully informed about this problem, since it is causing a good



*Norwegian seamen painting the ship's side. In this article a member of the Norwegian Seamen's Union warns about the increasing number of exceptions being made to Norwegian manning regulations, which in many cases lead to a marked deterioration in the working conditions of officers and crew*

deal of discussion' on board. The first issue is the question of consultation and the right to appeal.

The idea of seeking dispensation for reasons of economy originates with the shipowners. The ship's captain then

*(Continued on page 70)*

# Book reviews



Anthony Delius, South African poet, playwright and journalist, author of *'The Day Natal Took Off'*, the book reviewed below

## Satire on Southern Africa

*The Day Natal Took Off*, by Anthony Delius (Published in Great Britain by Pall Mall Press at 16s.)

THE CHAIRMAN of a Committee appointed by the South African Prime Minister (Old Father Granite) to look into the operation of the Immorality Act is caught in compromising circumstances with a Zulu girl. The furore which follows their disappearance, involving huge numbers of police, foreign reporters and 'those terrible talking-men, those Information Officers', in a hunt for the couple through Zululand, leads to the secession of the Province of Natal from the Republic.

Natal, its population made up of English-speaking whites, Indians, and the Zulu nation, enters a period of hysterical confusion. Zululand becomes independent, the rest of Natal becomes a British protectorate, English-speaking South Africans flock in from the Republic, and the whole area swarms with characters straight out of present-day newspapers,

those professional representatives of the world's conscience who see in newly independent countries a God-given opportunity to thump their tubs and incidentally gain a bit of personal publicity. The hilarious and rapid train of events culminates in the total disintegration of Southern Africa into independent nations and the withdrawal of Old Father Granite to head the new Transvaal National Socialist Republic with the support of the Soviet Union.

Anthony Delius a newspaper parliamentary correspondent who wrote this book during a year when he was banned from the precincts of Parliament by the Nationalist government, and who has recently been forbidden the use of the South African Broadcasting Corporation studios for his reports for the BBC, uses humour as a magnificently effective weapon against the hypocrisy and humbug which exists in Southern Africa.

The main target of his ridicule is naturally the Nationalist government. Of its consistent denial of human rights he writes 'There's one thing I'll say for our country, it certainly gets various articles of all sorts of Charters and Declarations widely known'. Retaliating against the secession of Natal, 'the Republic ceased wrestling with the temptation to abandon an ideal, and suspended English as an official language... The Bill, of course, was called "The Preservation of the English Language Bill"'. Of the Prime Minister's constant and interminable radio broadcasts throughout the crisis he writes: 'The thing about Old Father Granite was that he could never abide that anybody should seem more right than he was. If he appeared to the slightest disadvantage, he had to get up and talk it all away. He had great faith that whatever was the truth before he spoke, what he spoke became the truth regardless of facts, history or even common-sense.'

But it is not only the 'Nats' who take a pasting. The 'British' community with its flag-waving and red-white-and-blue underwear, the Zulu defender of apart-

heid who becomes Prime Minister of independent Zululand, the independence celebrations, the goodwill delegations from UN bodies, all get their share of satirical treatment. Ridicule is often a destructive, seldom an instructive weapon. In this book Anthony Delius uses ridicule not only to describe the insane situation created by apartheid but also to demonstrate that there is no easy solution to South Africa's problems.

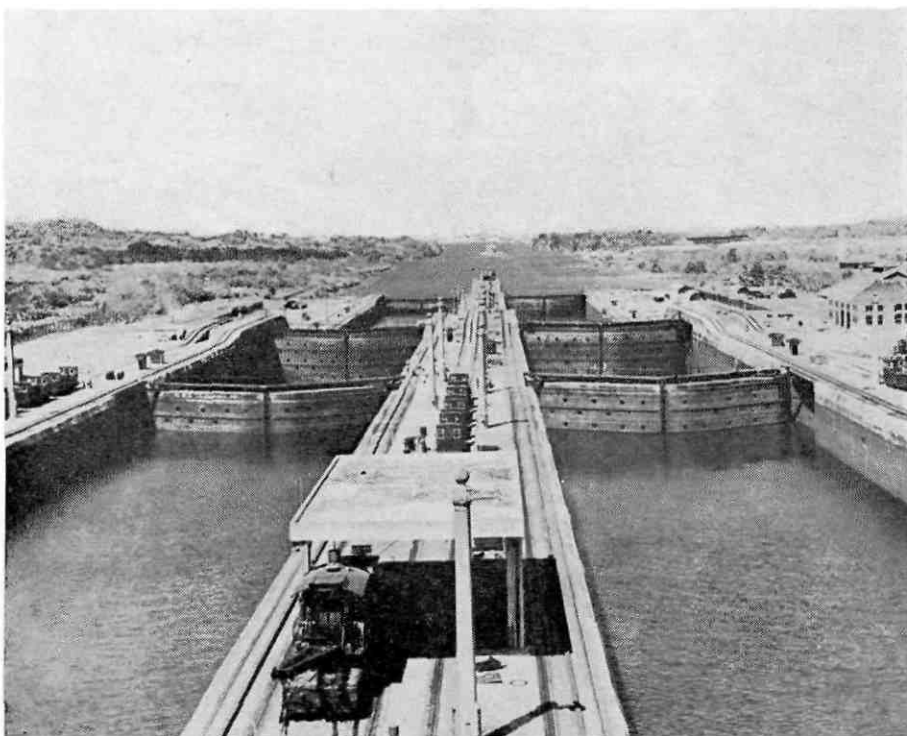
## Basic principles of labour organization

*The Essence of Trade Unionism*, by Victor Feather (Published by the Bodley Head at 10s. 6d.)


WITH THE AIM OF GIVING to ordinary working people of countries where trade unionism is new a fair idea of what it is all about, Brother Victor Feather, Assistant General Secretary of the British Trades Union Congress, has written a short, simple book which describes how trade unions came into being and how they work. His examples are drawn from the history and structure of the British labour movement, but he is at pains to define the fundamental principles, and stresses that different social, economic and political circumstances will produce different forms of trade unionism: 'The structure of trade unions cannot be transplanted exactly from one country to another. The basic principles of democratic trade unions, and some of its methods, are the same all over the world.'

'The Essence of Trade Unionism' covers subjects such as administration and procedure at all levels of union activity, wage negotiations, conciliation and arbitration, economic policy, trade union leadership and the investment of union funds. Brother Feather, whose work has brought him into contact with trade unionists of many countries, also gives short descriptions of trade unionism in the Soviet Union, the United States of America, India, Malaya, Japan, several European countries and Venezuela.

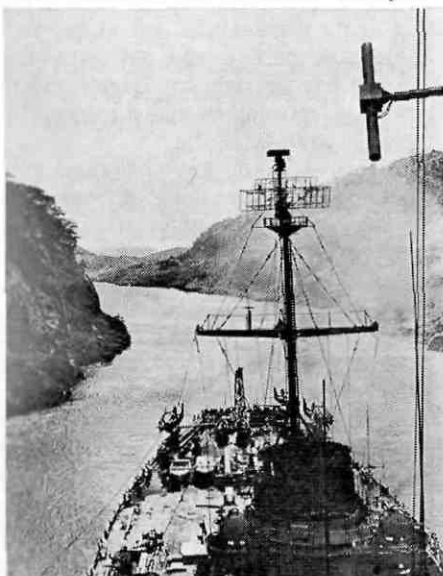
# Facts about Panama



At Gatun a vessel passes through three locks which altogether lift it eighty-five feet

 WORLD ATTENTION FOCUSED RECENTLY ON PANAMA, that small republic in the narrowest part of the Central American isthmus, where clashes occurred between Panamanians and United States citizens resident in the Canal Zone. Such events remind us of the immense importance of this small country, cut in half by one of the most vital sea routes of the American hemisphere. The Panama Canal is vital not only to the countries of the American continent, but to trading nations everywhere in the world.

The first ocean vessel passed through the Panama Canal on 3 August 1914. This canal is now one of the most important trade routes in the American hemisphere



The first ocean steamer passed through the Canal on 3 August 1914, though the treaty which provided for its construction and operation by the United States was drawn up in 1903.

During 1962, 11,340 ships used the Canal. The largest number of these, in terms of net tonnage, were of United States registry. They were followed closely by vessels of Norway, Great Britain, Germany, Liberia, Japan, Greece and the Netherlands. The Canal is of great importance to the economies of all countries on the American Continent. Thousands of tons of copper, sugar, petroleum, fishmeal, consumer goods and heavy machinery pass through it annually. Although the principal Canal route in terms of tonnage is between the United States East Coast and Asia, a total of 8,809,000 long tons of cargo passed through the Canal in 1962 on routes between the west coast of South America and the east coast of North America, and a total of 2,446,000 tons between the east coast of South America and the

west coast of the United States. The Canal is also used extensively for traffic between South America and European and Asian ports. Total Canal traffic involving Latin America came to 17,352,000 long tons in 1962 - more than 25 per cent of the total cargo volume of 67,525,000 long tons.

The 1903 Treaty granted the United States operational and administrative sovereignty over the Canal Zone, which was defined as a strip five miles wide from either side of the Canal axis, though titular sovereignty was to be retained by Panama. The treaty also provided for an immediate compensation of \$10,000 and a yearly payment of \$250,000, which after subsequent revisions has risen to \$1,930,000. But the Canal generates income for Panama much in excess of this annual figure. In 1962 about 17 per cent of the national income was derived from the Canal. This comes from such sources as spending by US residents, direct purchases made in Panama by US agencies, and purchases





*With the exception of small craft no vessel may pass through the locks under its own power. Larger vessels must be taken in tow by towing locomotives, or 'electric mules'*

by contractors for Canal Zone projects.

There are about 36,000 United States citizens in the Canal Zone, including about 21,500 members of the armed forces and their dependents. The remainder are for the most part employees of the Canal Company and their dependents and of the Zonal administration. Some of the families have been there for generations. The Panamanians are a poor people with a high rate of population increase. The working population, though relatively well-off, is small; on the other hand there is a large social group without any regular work and with no prospects for the future. Panamanians see the high standards of pay and living conditions enjoyed by United States citizens, and they feel that they ought to have a greater share themselves. One of Panama's grievances is that not enough Panamanian workers are employed by the United States authorities.

However, the latter have done a lot over the years to meet the wishes of the people of Panama. During the first half of 1963 the Canal Company employed 10,800 Panamanians who earned a total of about \$30m. In 1955 Panamanians in US service were granted equal pay with Americans performing the same work. In 1960 a programme of improvements for Panamanian workers in the Canal

zone was agreed on. This provided amongst other things for a 10 per cent wage increase for skilled and semi-skilled workers; an expanded 4-year apprenticeship scheme for Panamanians; the construction of 500 new housing units for Panamanian residents in the Canal Zone and a further 500 for Canal Zone employees living in Panama; increased retirement payments to former employees; and a review of all jobs limited to US citizens with a view to placing more Panamanians in skilled and supervisory positions. In 1963 several improvements in the working conditions of Panamanians were agreed upon. These included the formation of a bi-national labour advisory committee, preparations for making US government life and health insurance benefits available to Panamanian employees in the Canal Zone, the deduction of income tax for the Panamanian government, and an increase in the minimum wage.

In 1960 the United States agreed to fly the Panamanian flag alongside the American, wherever a flag was displayed. The unfortunate violence which occurred in January of this year resulted from a dispute between Panamanian and US students over the display of the two flags on a school building. It is a pity that such an apparently minor in-

cident should have resulted in 25 deaths and some 350 injuries, and the breaking off of diplomatic relations between the two countries.

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usually gets a request that a declaration be signed by himself, the chief engineer and the crew representative stating in principle that the ship is seaworthy with a reduced crew. But there have been cases where the crew representative was not informed of the actual reduction intended and when the shipowner's request is approved, all signatories to the declaration have forfeited their right to appeal.

Of course there is the dispensation (consultative) committee. But a recommendation from this body is virtually decisive in the matter when it comes before the Shipping Office, and such a recommendation may not necessarily reflect the true opinion of the crew and officers of the ship concerned. In theory the system of deciding on dispensation requests is watertight, but does it always work out so in practice? There is a general feeling among crew members that their standards have suffered and that the only ones to benefit have been the shipowners. The latter claim that they have been obliged to seek dispensations because of their financial difficulties. But something must be wrong with this argument because the figures show that large, wealthy companies have obtained many of the dispensations granted.

In order to avoid misunderstandings it should be said that the Shipping Office has full authority to grant dispensations without any recommendation from the ship or the dispensation committee, both in the case of new and old ships. But one still has the right to disagree and to protest by refusing to sign the seaworthiness declaration.

One final word. Rationalisation in a modern ship is one thing; dispensations for old, conventional ships are quite another.

#### **Luggage trailer for airport buses**

 A LUGGAGE TRAILER designed to be towed by British European Airways buses to and from London Airport was demonstrated recently. A self-contained electric motor on the trailer will be used to take it to aircraft, and it may also be used with country buses where these have replaced railway services.




# News from the Regions



## Brother Majumder in Hong Kong

Our photo shows Brother Bikas Majumder (General Secretary of the National Union of Seamen of India) speaking at a meeting organized by the ITF-affiliated Hong Kong Chinese Seamen's and Marine Employees' General Union last year. Brother Majumder was visiting Hong Kong on behalf of the ITF. He has also been spending some time in Hong Kong this year assisting our new representative Ewen Macdonald who took up his duties last month

## Better prospects for dockers in El Callao

 LEGISLATION has been introduced in the Peruvian parliament to regulate the corrupt labour practices in the port of El Callao, Peru, on which we reported in our January issue. The proposed legislation calls for a register listing all stevedore substitutes in the port. Originally substitutes were employed only if insufficient stevedores were available for the work in hand. But the system has been extensively abused. Stevedores are in the habit of sending substitutes to work for them and keeping fifty per cent of their earnings. A substitute will also send his own substitute to do the work, and the second substitute sometimes sends a third, and so on, so that the man who has finally done the work is left with only a fraction


of the wage for the job, once the other substitutes and the original card holding stevedore have taken their cuts. This practice is to be prohibited under the new legislation, but a pool of substitutes to supplement the regular port labour force will be retained.

The register will list about 1,200 substitutes. Certain qualifications will be taken into account in those applying to be listed, such as years of employment on the docks, good conduct, regular attendance at the call centre, and whether dock work is their sole source of income. The substitutes will be entitled to proper accident insurance.


This proposed legislation seems to herald the end of the exploitation of labour which has gone on for so long in the port of El Callao. Through its Latin American Office, the ITF has on

many occasions publicly condemned the corrupt practice of substitution in El Callao. We hope that the new law will put an end to it and enable these workers to earn full pay for the jobs they do.


## International aid for Nigerian Driving School

 THE AMERICAN FEDERATION OF Labour — Congress of Industrial Organizations recently made a gift, through the medium of the ITF's representative in West Africa, Brother Emile Laflamme, of \$2,500 to the Nigerian Motor Drivers' Union and Allied Transport Workers. The money will be put towards the cost of building a driving school for members of the union where they can receive both practical and theoretical training in driving and maintaining their vehicles. The Austrian Trade Union Federation has also helped the school on its way with two gifts, a film projector set and a lorry which is already being used for practical instruction. The ITF wishes its affiliate well in this imaginative venture which will do much to promote the interests of its members.

## Monorail to link Tokyo centre to airport


 WHAT WILL BE the world's longest operating monorail is to be completed in time for the October 1964 Olympics in Tokyo. It will run from Tokyo International Airport to the centre of the city — a distance of 13.2 km — in fifteen minutes. At present it takes an hour and a half or two hours by car. The monorail terminal will be built under the airport building, and the train will go under a domestic airline service runway and then through a tunnel under the Ebitori River before emerging to the surface for the rest of the 100 km per hour trip. There will be a double track service and a total of 33 cars, each capable of carrying 240 passengers. Other features of the monorail will be an automatic train stop system, radio telephone equipment and centralized control.

## ICFTU appeals for release of Aden Trade Unionists

 THE INTERNATIONAL CONFEDERATION of Free Trade Unions has made further representations to the Aden authorities and to the British government for the release of trade unionists detained. Four were released on 12 January, and office equipment confiscated from the Aden Trades Union Congress shortly after the bomb explosion of December 1963 was returned to the TUC's headquarters. But some trade unionists still remained in detention and a further arrest was made on 21 January.


Since most of the regular activities of the Aden TUC have been disrupted because of the detention of its principal officers, an acting leadership body has been set up. In charge is General Secretary of the ITF-affiliated General and Port Workers' Union, Ali Abdo Thabet, one of those released on the 12 January. ICFTU General Secretary, Omer Becu, has appealed for termination of the state of emergency which prevents trade unions in Aden from holding executive committee meetings or dealing with trade union affairs.

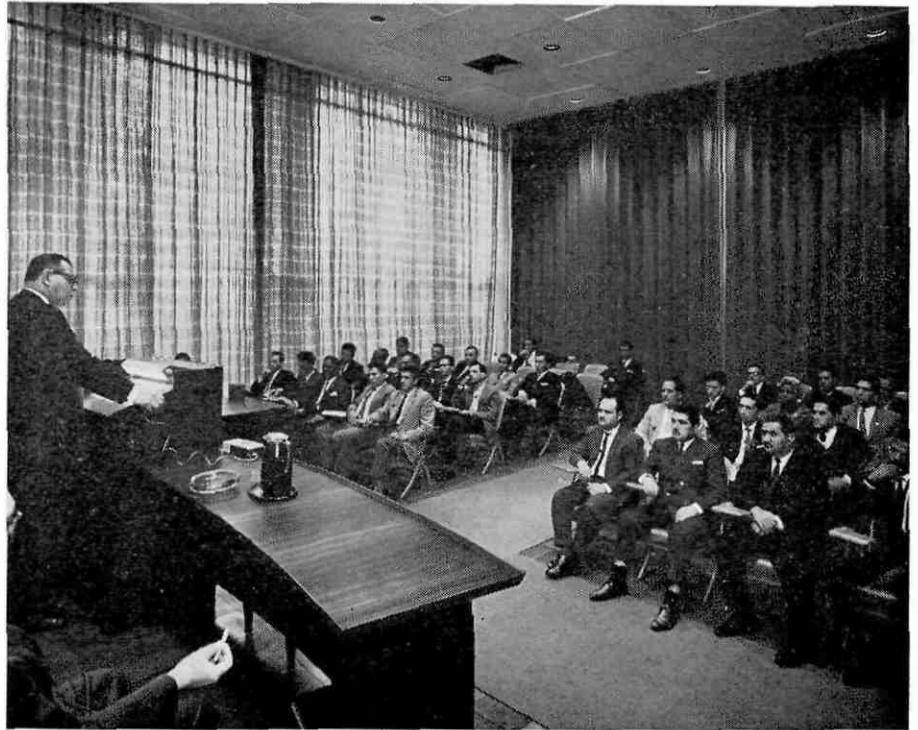
### Seafarers' welfare in India

 AT ITS MEETING on 11 January the Indian National Welfare Board for Seafarers recommended a social security scheme for merchant navy officers. This will be more or less on the lines of one held by the ITF-affiliated Maritime Union of India for its officer members with the Scindia Company. The Board also examined a proposal for a similar scheme for ratings. A special committee has been set up to study it.

The government of India has set aside £23,000 for seafarers' welfare for the current five year plan. It has also opened an excellent seafarers' club in Madras and is considering creating special accommodation for ships' officers and their families in the club's premises.

### AIFLD holds first advanced seminar

 AFL-CIO SECRETARY-TREASURER, William F. Schnitzler, welcomes a class of 35 trade unionists from Latin American countries to the first advanced seminar to be held by the American Institute for Free Labour Development since it began operating over one and a half years ago. The students, who are in Washington for this twelve-week study course, have all attended previous AIFLD courses at various of the Institute's 11



regional centres up and down the continent. They come from Argentina, Bolivia, Brazil, Chile, Costa Rica, Colombia, the Dominican Republic, Guatemala, Honduras, Peru, Paraguay, Uruguay, and the Panama Canal Zone.

Simultaneously with the start of the twelve week study course, directors of education programmes — ITF Representative in Brazil, Jack Otero, among them — were meeting to report on the growth of training activities in Latin America and assess their results. The regional centres are now strong enough to handle basic training courses on their own, so that the education facilities in Washington may be reserved for advanced courses.

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should be fixed for the time being at two years;

— a learner driver's licence may be granted to apprentices from the age of 17, under the following conditions:

(a) apprentices may only drive when accompanied by a driver who has passed the apprenticeship examination; and (b) apprentices may only be trained in firms employing a qualified instructor (five years in the business as a driver or employer might serve as a temporary qualification until the scheme was well under way);

— strict measures should be taken im-

mediately in cases of infringement of the regulations: (a) drivers would be disqualified for a specified period from acting as apprentice instructors; and (b) employers would for a specified period be forbidden to take on apprentices.

A further example of the interest being taken in Switzerland in the skills of road haulage workers was the recent national competition for lorry drivers organized by the employers' association in which the Union also participated by nominating seventeen out of the seventy-three contestants. The course was a tough one as the penalty points scored show: the winner knocked up 461 points, the last man scored 1,665! But few of the drivers shone in the theoretical part of the competition. The union presented separate awards for the top three of its own contestants, and the overall winner of the competition was also a union member although he had been entered by his employer.

*(Continued from inside cover)*

Rushbrook published a book some years ago, entitled *Fire Aboard*, in which he made out a good case for the inclusion of a firefighting expert in a vessel's officer complement. We feel that the Lakonia disaster provided the appropriate opportunity for him to restate his views. It is fervently to be hoped that more notice will be taken of them this time.

# 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
- 311 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 \* Columbia \* Costa Rica  
Curaçao \* Cyprus \* Denmark \* Ecuador \* Egypt \* Estonia (E  
Faroe Islands \* Finland \* France \* Gambia \* Germany \* G  
Britain \* Greece \* Grenada \* Honduras \* Hong Kong \* Iceland  
India \* Indonesia \* Israel \* Italy \* Jamaica \* Japan \* Jordan  
Kenya \* Lebanon \* Liberia \* Libya \* Luxembourg \* Madaga  
Malaya \* Malta \* Mauritius \* Mexico \* The Netherlands \* N  
Zealand \* Nicaragua \* Nigeria \* Norway \* Nyasaland \* Paki  
Panama \* Paraguay \* Peru \* Philippines \* Poland(Exile) \* Repu  
of Ireland \* Rhodesia \* El Salvador \* St Lucia \* Sierra Leon  
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**

**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

## Editions of Press Report