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The Asian Highway

ICAO celebrates 20th anniversary

Free from restriction
(seafarers' welfare material)

General Secretary in Latin America

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Comment

Disunited for unity!

STRANGE THINGS ARE HAPPENING within the WFTU, the "trade union" wing of the international Communist movement. Reading between the lines in the understandably guarded reports of the WFTU General & Council's Thirteenth Session held towards the end of last year in Budapest, it is obvious that this was the scene of an unholy row over WFTU policies and tactics. As General Secretary Louis Saillant put it in that stilted euphemistic jargon used by Communists on such occasions "the discussion has been rather animated at times and at certain points risked over-stepping acceptable standards". Certain delegations which came to the rostrum, he said, even forgot to use the word "trade union" during their speeches!

Saillant's own report "on the application of the policy of the WFTU for unity in defence of the workers' interests and rights" was adopted, but the voting was 63 for and 11 against (from five national centres), with seven abstentions. Although not expressly stated in the WFTU's own reports, this split in voting clearly mirrors the wider division between Moscow and Peking. The five national centres voting against were presumably the Chinese, North Korean, the Communist Viet-Nameese "Association of Workers", the Indonesian SOBSI and the Albanians. It was clearly the same group which attempted to have the venue of the WFTU's October 1965 Congress changed from Warsaw to Djakarta, this being described by Saillant as "backed by particular political arguments".

The abstentions, too, are not without their interest. The Rumanians were perhaps predictable enough, but they were joined by the Italian C.G.I.L., the industrial arm of the biggest Communist Party in the free world. The Italians were critical of the "inadequate effect of the actions of the WFTU on the development of the international trade union situation" and felt that it paid too much attention to "making a positive estimate of the position in the socialist countries and to the objectives that the trade unions of these countries set themselves". In other words, they have their doubts on both counts as well as about the WFTU's whitewashing of "trade unions" in the Communist world.

To clear up this point the Polish representative suggested that a special session of the WFTU Executive should be devoted to an examination of the trade union situation in the Communist countries, and this was accepted. It will be interesting to see whether the participants again "over-step acceptable stand-

The health of seafarers



The Journal of the Norwegian Medical Association (Tidskrift for Den norske laegeforening) recently devoted a whole issue, No. 18 dated 15 September 1964, to the health problems of seafarers. The contributors are a team of physicians, psychologists and sociologists who have made a special study of health and welfare in the Norwegian merchant marine. Their articles cover recruitment and the shipboard environment, sickness, accidents and death among seafarers, psychiatric illness, alcoholism, digestive diseases and diets on board ship, venereal disease, and the health facilities which are and ought to be available for seafarers. (Summaries in English are given.)

THE OVERALL PICTURE which emerges from reading this survey of Norwegian seafarers' health — probably one of the most comprehensive studies ever published in this form, which is easily understood by the layman — is a disturbing one of high vulnerability to accidents and major and minor psychiatric illness, aggravated by alcoholism. The first article, by Professor Oddvar Arner and Leo Hershon, deals with the special characteristics of the seaman's profession. Writing first about recruitment, they point out that since the end of the Second World War it has become increasingly difficult to find sufficient recruits from a native population of under four million to man the world's third largest merchant fleet with a tonnage of 13.5 million, ninety per cent of which is trading away from Norwegian ports most of the time.

Nowadays seafarers are no longer recruited exclusively from the coastal areas with a seagoing tradition: a third of all recruits now come from inland districts. Crews tend to be younger than in the past, with a growing proportion of foreigners among them, and there is a very rapid turnover. All these things tend to produce instability in the profession. The fact that recruits are in short supply has meant that very little is required

in the way of qualification; even medical examinations fail to exclude many who on physical or mental health grounds may be quite unsuited to life at sea.

In general little is done in the way of instruction on board to warn young seafarers of special dangers to which they are exposed, particularly in foreign ports. It is said that to stress these hazards would harm recruitment; on the other hand, a more responsible

attitude would encourage those who wanted a stable and respected profession to join the merchant navy. As things stand, it is undeniable that large numbers of quite unsuitable people are recruited, as is shown by the fact that seafarers have a worse record than other working groups for crime, mental illness, alcoholism and fatal accidents. It seems that going to sea is a way out for some who find it impossible to settle down ashore; others simply go for a change of environment; and it has also happened that the courts have sent offenders to sea, perhaps in good faith, but also in order to get rid of troublesome cases. There is an idea that life on board ship with its strict discipline, hard work and good comradeship is a way of building character. This is not necessarily true.

The authors point out that many youngsters go to sea without any idea

of why they want to or what it is all about. Some are just filling in time before going to college or into the services. Some leave after a very short period; others stay because they do not want to have to start at the bottom of the ladder again ashore, or because they feel it is an admission of failure to leave. In either case uncertainty is an important factor.

Dealing with the atmosphere on board, the authors make the point that even with the comforts provided for the crews of modern vessels, stresses and strains arise which are impossible to escape when forty or fifty men of widely differing interests and personalities are obliged to spend all their working, leisure and rest time together in a relatively confined space for an average of eight or nine months at a time. Because a man is liable to be transferred to another ship at almost

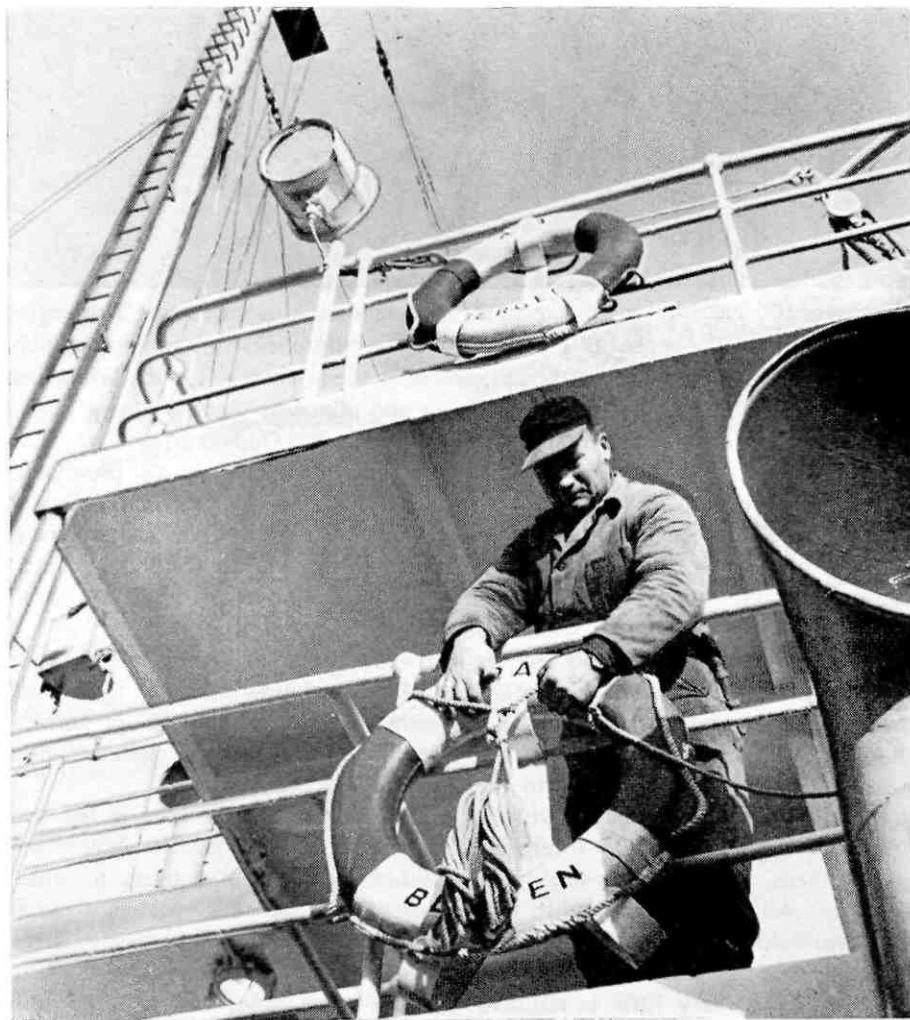
any time he is unlikely to make any really stable friendships and it has been found that seafarers in general suffer from restlessness and loneliness more than other groups. The strict divisions on board ship between officers and crew, deck, engine and catering departments, mean further restrictions of the opportunities for a man to widen his acquaintances, since these divisions persist outside working hours and even in port.

It is also pointed out that there is no guarantee that new crew members will be taken in hand by a responsible person and 'taught the ropes'. No crew member is actually entrusted with this task, and many a young newcomer feels quite lost at first and may come under the influence of somebody quite unsuitable. Nor is he certain to receive any proper instruction in the work he is to perform.

The seafaring profession requires sound physical and mental health and a high degree of skill. Other articles in the magazine show that there is a high mortality rate from accidents and that seafarers are particularly subject to certain diseases. These risks attached to the profession demand special medical care, social welfare provision and rehabilitation facilities. The authors put forward six recommendations for improvements:

- Medical inspection at recruitment and signing-on should be stricter and subject to uniform regulations;
- The minimum entry age should be raised (since the article was written the minimum age has been raised from 15 to 16 years, but the authors consider this is still too low);
- Young recruits should go through an obligatory period of training long enough to make it possible to weed out those who are obviously medically unsuitable;
- Information on alcoholism should be given a more important place in training, both in ordinary schools and sea schools;
- There should be a better regulated

Many of the fatal accidents which occur on board ship are caused by drowning.



Sports activities aboard can help to prevent tension among crew on a long voyage.

and more uniform system of training young recruits on board their first ship, and a higher degree of responsibility towards them on the part of captains and officers;

— Retraining and rehabilitation programmes should be improved for those who have to leave the service for medical, social or other reasons, to enable them to find jobs ashore.

The second article, dealing with sickness, accidents and mortality among Norwegian seafarers, by Professor Oddvar Arner and Dr. Ole W. Tenfjord, gives a series of interesting facts and figures on the number of days incapacity for work for various diseases over a period of nine years from 1954 to 1962. The authors found that during this period the main trends were an overall decrease in the figures for diseases of the gastro-intestinal tract and tuberculosis, and an increase in those due to cardio-vascular disease (heart and blood vessels) in men and mental and neurological diseases in both men and women. The incidence of mental and neurological diseases was found to be two to three times higher among seafarers than among industrial workers, and of gastro-intestinal diseases fifty per cent higher.

The average absence per case of sickness in seamen rose from 46.21 days in 1953 to 53.98 days in 1962, compared with 30.24 days for male workers ashore belonging to the Oslo Insurance Fund. Seamen are more exposed to venereal disease than any other occupational group. A later article goes into this question in greater detail.

Mental disorders have been found to be more frequent among subordinate seamen than other workers, while the incidence among officers is about average. Seamen suffering from mental illnesses generally come from unfortunate social backgrounds, and it can be assumed that the environment at sea is in some degree responsible for precipitating mental disorders. Alcohol is often an established factor in the in-



cidence of mental illness, and is a particularly serious problem among the youngest seamen — the 15 year olds — and those who are backward, nervous or have a difficult social background. The abuse of alcohol tends to increase with the length of the voyage.

Of all reported accidents to seamen, well over fifty per cent are accounted for by accidents in the course of work in the engine room and pump-room, certain kinds of falls, and accidents in port. Injuries incurred ashore or on board ship in port account for well over half the total (59%) and 37% of these occurred off duty; deck and engine-room crew members suffer more accidents than any other group.

In the section of the chapter dealing with mortality, the authors reveal that the mortality of merchant seafarers is higher than that of other groups of workers, and this is especially true of deaths resulting from accidents. Seafarers account for *one-third* of all deaths following accident in Norway, although they only make up five per cent of the population. Of fatal accidents to workers in the age group 15-49, almost forty per cent were in seafaring. Almost two-thirds of all

fatal working accidents at sea are by drowning, and it appears that the age group 20-24 accounts for a higher percentage of such deaths than the total number of seafarers in that group would warrant.

The figures for 1957-63 show that over half (56%) the fatalities in seafaring were caused by accidents (including suicide), of which drowning is the cause of death in forty-five cases out of a hundred, with a preponderance occurring in port. Otherwise, shipwreck and different kinds of falls make up a fairly high percentage (25.5% together).

As far as deaths from sickness are concerned, information is often very sparse. Where deaths occur at sea, diagnosis may be uncertain; however, it is possible to discover the main tendencies from the existing figures, which cover the period from 1957-63. The highest proportion — 51.8% — of deaths are caused by circulatory diseases, followed by neoplasms, 18.5%. Next, accounting for 7.9% of deaths, come diseases of the digestive system.

Further figures from insurance funds show that 24% of accidents on board

ship are not connected with work. The highest accident rate at work occurs in the engine-room, during cleaning and repair work, and in loading and unloading of cargo. In seeking to determine the reasons why so many more accidents occur in seafaring than in shore occupations, it is not enough to say that the environment itself contains more hazards. There is evidence to suggest that the human factor plays a much more important part in accidents at sea than had been thought; however, the data have not up to now been analyzed to the point where it is possible to state the more detailed causes underlying the accidents. The authors regard this as an important task for the future.

In an article on psychiatric diseases among seamen, Dr. Harold Strom goes into practical experiences in health work for seamen, which have revealed a particularly high incidence of psychiatric illness. He refers to special studies of seamen sent home with mental sickness (of which about 30% were serious conditions and the remainder relatively mild), to insurance fund statistics and to the large number of disciplinary cases involving seafarers with mental deviations and distur-

bances. He also reports on the results of medical examinations of seamen applying to be signed on ships. Some are rejected at this stage on health grounds, the majority for mental disorders. All these studies show a marked prominence of psychoses over other types of mental disorder

No special study has been made of the incidence of suicides and attempted suicides among Norwegian seamen, but the author states that there is reason to believe that in many cases where seamen disappear overboard whilst the ship is at sea this may be suicide, although it is not recorded as such in the statistics.

Dr. Strom reports on the sometimes almost insoluble problem of treatment and reintegration into the community of mentally ill seafarers. They are frequently homeless and rootless people, lonely and insecure. On the other hand they may have homes, but not want to return home in a state of mental sickness. He considers that there is a need to expand psychiatric and particularly social-psychiatric services to seafarers. He also feels that more careful selection of seafarers at the signing-on stage would prevent some mental disorders from occurring

at sea. In any event there is a case for killing off the old idea that life at sea is good for the nerves, since this is in direct contradiction to current medical knowledge. A steady character, placid temperament and adaptability are of the greatest importance at sea.

The author makes a series of suggestions for improving the situation at sea: 1. Better selection, including medical checks to ensure that mentally disordered and unsuitable applicants are excluded; 2. Vocational training of new recruits before they are taken on for a trip abroad; 3. Raising of the minimum recruitment age; 4. Efforts to make living and working conditions on board as good as possible; 5. Provision in port of better opportunities for positive recreation and development and reduction of harmful influences; 6. Special instruction to combat alcoholism; 7. Improved holidays and opportunities to go home, and better contacts with home and relatives; and 8. Extension of socio-medical help for treatment and rehabilitation of seafarers.

Dr. Strom considers that the first

A relaxed atmosphere off duty is essential for mental and physical well-being.





Norwegian Welfare Office in Port Said has a boat to help with services to crews.

essential is for doctors and social workers to stop recommending going to sea to nervous patients or people who find it difficult to 'fit in'. The same applies to mentally disturbed patients and alcoholics, who are unlikely to solve their problems by becoming seafarers. Nor is there anything to be gained by sending anti-social or criminal elements to sea; the fact that some of them do manage to sort themselves out is no excuse for submitting other seafarers to the burden of their company.

Medical signing-on check-ups for seamen are carried out in accordance with standards for physical and mental health which are virtually the same as those applied to recruits to the armed forces. However, there is an enormous difference in the numbers of applicants who fail to meet the requirements. The Navy rejects 15% of all those called up as being unsuitable on psychiatric grounds. By contrast, the seamen's medical centre in Oslo rejects only 1.25% of merchant navy recruits on these grounds, and other seamen's doctors together reject only 0.075% on psychiatric grounds.

Recent investigations show that the youngest boys who go to sea are the most open to undesirable influences, particularly the abuse of alcohol, which

can lead to alcoholism. At age 15 they are immature and may be easily led astray; even raising the minimum age to 16, although a step in the right direction, will in Dr. Strom's opinion not really make much difference, and he advocates a minimum age of 18 for the foreign trades.

Better selection, higher minimum recruitment age and improved rehabilitation and treatment facilities for seamen are the recurring recommendations throughout the whole of this study of Norwegian seafarers' health problems, and they occur again in the conclusion to the chapter on *Alcoholism among Sailors* by Dr. Thorbjorn Kjolstad. Alcoholism among seafarers is considerably higher than among the population at large, and those particularly vulnerable are the young boys who go to sea straight from school. Released from the restraining influence of parents and teachers, they can be thrown off balance by this sudden freedom, which they find not so much during the voyage, but in foreign ports. They tend to run wild, and there are plenty among the older seafarers to encourage them in this. It is relatively easy for young boys to obtain alcohol (this is very difficult in Norway itself). They are also pushed into premature sexual experience in brothels by the

desire to become 'one of the boys'; this is usually linked to, and later becomes inseparable from, intoxication, with inevitably unfortunate results.

A number of articles follow which deal in some detail with special aspects of seamen's health problems; they cover digestive diseases, and the related problem of diet at sea, venereal diseases, and tropical diseases, with an account of an outbreak of malaria on board a Norwegian ship in 1963.

The rights of sick seafarers are described by Eivind Eeg-Larsen. Under the Seamen's Act the shipowner is obliged to provide a sick or injured seaman with free medical care during and for up to six weeks after the end of his contract; this is extended to 12 weeks if a Norwegian seaman is treated in a foreign port. The cost to the shipowner can be recovered from the Insurance Fund for the foreign trades. The seaman is also entitled to receive pay while his contract lasts and for up to one month after his contract expires (two months if the contract expires outside Norway). The shipowner also has to pay a sick or injured seaman's repatriation costs, except in certain cases where the government takes responsibility. Seamen are also insured against accidents at work, and this insurance includes certain climatic, epidemic and occupational diseases.

The final article, by Dr. Karl Evang, reviews the history of health services for seamen throughout the world, which the author feels today in most ports leave a great deal to be desired. This is true not only of the preventive and rehabilitative aspects, but for the curative aspects of medicine as well. Health services for seafarers are inseparable from social and welfare services and it is in the interest of every country in the world to ensure the existence of a physically and mentally normal and balanced population on board the shipping fleets.

The author describes attempts over

(Continued on page 48)



Construction on this section of the Asian Highway, through the Hindu Kush mountains, began 20 years ago with hardly any mechanical equipment and little foreign aid

The Asian Highway

THE ASIAN HIGHWAY first claimed the world's attention in 1958, when a project for improvement, development and expansion of the international road network linking important centres in some 13 countries of Asia and the Far East was launched by the United Nations Economic Commission for Asia and the Far East. The project is regarded as one of prime importance for economic development in the area. Air transport has become the conventional means of transport over long distances between centres surrounded by desert or mountainous country. But at the same time this form of transport is costly, particularly for the carriage of goods. It is one which the majority of Asians can ill afford. The railway links play an important part, where they exist, but there are vast regions which have no railways — Afghanistan, for example. Such regions vitally need a communications system which is quick and relatively cheap to build, and on which efficient, low cost transport can be operated. This is an essential prerequisite to their economic development. Tourism is already an important source of foreign exchange in many Asian countries. The development of a sound international road system in the ECAFE region would be a powerful factor in encouraging the tourist trade, since the main centres of historical and cultural interest would then be accessible to thousands of ordinary motorists.

These are the main reasons which prompted the Highway Subcommittee of the ECAFE Inland Transport and Communications Committee to launch a top-priority plan of road expansion and reconstruction throughout the region. Its aim is to provide an international system of highways from Iran to Viet Nam and Indonesia covering some 55,000 km. Most of the roads in the projected system already exist, but there are a number of missing links and thousands of kilometres need to be surfaced or otherwise improved to enable traffic to use them all the year round and under satisfactory driving conditions. Much of the Asian Highway system covers the ancient caravan routes, which were used by camel traffic trading with Europe and Africa in days gone by. Eleven major international routes — some 33,000 km. — have been marked out as priority roads. It will be impossible to develop simultaneously all roads in the system owing to high costs. Twenty-nine national routes — 22,000 km. — which form links in the network will be left for future consideration. First priority has been given to the two Asian Highways A1 and A2, which cross the entire continent from Turkey and Iraq to the Far East.

A1 is 10,931 km. long and starts at Bazargan on the Turkish-Iranian border. It crosses Iran, Afghanistan, West Pakistan, India, East Pakistan, Burma, Thailand, Cambodia and finishes in Saigon, South Viet Nam.

The 12,364-km. long A2 starts at Ghasr-i-Shirin in Iran near the Iraqi border and passes through Hamadan, Teheran, Esphahan, Kerman and Zahidan in Iran, through Dalbandin, Rohi, Muzaffargargh and Lahore in West Pakistan, turning southwards to Delhi in India, returning northward to run parallel with the great Himalaya range through Nepal, veering south again into East Pakistan where it meets A1 to pass through Dacca. It then goes its own way again to cross Southern

Burma, linking Rangoon with Bangkok, in Thailand, turning south into Malaysia to Kuala Lumpur and Singapore. A2 picks up again across the Java Sea at Djakarta in Indonesia and continues through Surabaya to Denpasar.

United Nations experts have agreed on the routes to make up the system and on construction standards. National governments have been asked to give top priority to the job of improving sub-standard sections and filling in missing links. Already 96 per cent of A1 are motorable in any weather. Its missing links are in East Pakistan (100 km.), where 7 major bridges are also urgently needed, and in Burma (300 km.). Its substandard sections are mainly in Afghanistan (1,300 km.), Burma (500 km.) and Pakistan (400 km.).

The links missing in A2 constitute 11 per cent of its route (1,300 km.) and are mainly in Nepal, Burma and Thailand. Pakistan, Burma and Thailand have some substandard sections which require improvements.

Three reconnaissance surveys have been undertaken in close cooperation with the United Nations Bureau of Technical Assistance Operations (UNBTAO), and a fourth one has been planned. Financial estimates have been made from the data already gathered by the survey teams.

Many governments have already invested considerable funds in the improvement of A1 and A2. Each country is constructing its own share of the Asian Highway system, but there are many difficulties such as lack of funds, materials, equipment and technical knowledge. It is estimated that about (US) \$2,000 or \$3,000 million will be needed for the entire project, and \$500 to \$600 million for bringing the priority roads up to accepted Asian Highway standards. Steps must be taken to attract investments from agencies outside the United Nations, both public and private.

Since its inception at the ECAFE highways meeting in November 1958, the project has made steady progress. Coordinating machinery in the form of

expert working groups has been strengthened and their terms of reference extended to ensure effective assistance to the countries concerned so that the project may be completed satisfactorily. The coordination of data from studies completed and the apportionment of aid are an important part of the work involved, and a spirit of close teamwork must exist between the governments and experts concerned in the project. Without such international cooperation no project designed to facilitate movement across frontiers can be a success. Passport and frontier formalities, including rules and regulations governing the movement of vehicles in and out of countries, have to be simplified and standardized. Ancillary services and facilities have to be provided: hotels, restaurants and petrol pumps, telecommunications and motor repair facilities. Road maps have to be prepared and ribbon development problems studied.

The idea of a journey across the largest continent in the world might

sound adventurous and forbidding to some. The distance alone is frightening, quite apart from what the road conditions may turn out to be. But in two or three years' time the situation will have changed radically. When highway reconstruction programmes have been completed, modern asphalt or concrete roads will stretch across the continent, linking up with the European network and with roads leading over the ancient caravan routes into Africa.

The existence of a sound Asian highway network will open up new horizons and vast possibilities for both private and commercial motoring.

It is of course already possible to motor over many of the Asian Highway routes, particularly the A1 and A2. Some 8,000 passenger cars with international travel documents crossed the Turkish-Iranian border at Bazargan in 1963, and about 10,000 were expected in 1964. Some of the cars were intended for delivery to dealers and distributors in Teheran, but most of them were travelling through Iran on

This part of the A1 route is between Tabriz in Iran and the Turkish border. Mechanized equipment is being used to prepare the foundation for a good, hard highway surface.



to Pakistan and India, or countries in south-eastern Asia. Heavy lorries can also be seen crossing the frontier at Bazargan, laden with goods for Iran, Turkey or European countries.

Last year the Australian (ABC) and Japanese (NHK) broadcasting companies organized a joint expedition to cover the A1 road from Bazargan to Dacca in East Pakistan, recording and filming for radio and television documentary programmes. The Japanese-Australian TV team was accompanied by William Tanzer of the United Nations Information Service with ECAFE in Bangkok, Thailand. He has provided these impressions and observations:

The party undertook the 66-day journey in two minibuses. Only 30 days were actually used travelling. The rest of the time was used mainly for filming and recording. It was a strenuous trip. The minibuses were driven over long stretches of earth road, through valleys, over mountains and across deserts, through blizzards, dust storms, torrential rains and intense

heat. To see Asia as it really is, there is nothing like travelling by road.

In Iran only about 350 km. out of 2,200 km. of A1 have a hard surface. The remaining sections are poor. Surfaces are either plain earth or loose gravel, which can become hazardous after heavy rains. In spring large numbers of rivers and streams have to be forded.

In spite of these poor road conditions, heavy road transport has developed between Teheran and Tabriz, near the Russian frontier. Huge lorries carry wheat from Azerbaijan and wood from Russia. The road runs parallel to the railway but transport by road is preferred because it is cheaper.

Road construction is going ahead rapidly in Iran especially on the 800 km. stretch between Bazargan and Takestan west of Teheran. The Government is spending some \$88 million on roads in its current Five Year Plan, ending in 1967, by which time the Iranian Highways Department hopes to have brought all the roads into good

condition. Already a fleet of graders is operating along the stretches surfaced with loose gravel, which prevent the surface from deteriorating too much.

Afghanistan used to be the motorists' nightmare. Most of the roads are still bad, but the country is forging ahead fast with its road building programme, not sparing its own meagre financial resources. Yet, although 28 per cent of the national budget is earmarked for roads and \$160 million was reserved for the 1959-66 period, it is still mainly foreign aid which comes to the rescue.

The new asphalt road under construction from the capital, Kabul, to Kandahar southern part of the country some 480 km. to the south west, is being built with American funds and under US Government contract. The section leading between Kandahar and Herat in the north west is being built by Russian engineers. 170 km. of the American road, which are due to be completed early in 1966, have already been asphalted. The Soviet-built road is due to be completed later this year; 350 km. have so far been concreted. The Russians have built two hotels along the route complete with electricity generators and have made extensive provisions for road maintenance. They have built maintenance depots at intervals all along the road between Herat and Kandahar, and have established training schools for tractor drivers, road patrols and maintenance personnel.

From Kabul the A1 winds through the Hindu Kush Mountains to the Khyber Pass. This is fearsome and awe-inspiring country. The Afghan Government began to build this section of the road some twenty years ago with little foreign aid and hardly any mechanical equipment. Work on the few remaining unsurfaced stretches has now been virtually completed. The construction of this road which threads its way through deep gorges under high overhanging rocks and climbs the most forbidding mountain faces, has been hailed as an outstanding feat of engineering.

From the Khyber Pass and the

A large tree trunk is obstructing the traffic on the A1 highway route near Agra, in India.



border with Pakistan the road continues through Peshawar through Rawalpindi and Lahore on into India and Delhi. Here, at Teheran and Lahore, the A1 crosses the A2. At Agra, east of Delhi, another highway, the A4, branches off to Madras in the southernmost part of India. It continues again in Ceylon and proceeds as far as Colombo. In West Pakistan and India the roads are largely up to Asian Highway standards. All the sections are asphalted and marked. It only remains to widen them and to build bypasses at some points, such as Calcutta, where it takes two hours to get from the outskirts to the centre of the city. This work is already advancing. In East Pakistan much work of improvement is still necessary and some sections of the A1 still have to be built. Two bridges are missing, of which seven are to be provided this year. For other crossings regular ferry services will be organized.

Burma has temporarily closed its frontiers for internal security reasons, but much of the road already exists there and it is hoped that work will be able to proceed on the missing links and substandard sections in the near future. From Tak in Thailand to just short of Bangkok the A1 and A2 share the same route. The A2 then branches off southward to Bangkok and into the Malayan Peninsula while the A1 continues westward to Phnom-Penh in Cambodia and to Saigon in South Viet Nam.

The major part of A1 is already motorable. With the exception of a 450 km. stretch in Afghanistan petrol can be obtained at stations located not more than 100 km. apart. Accommodation and eating facilities are available all along the route though the former tends to be poor outside the large cities. The Japanese-Australian TV team making the trip from Bazargan to Dacca could average 290 km. per day. With the improvement of roads in Iran and Afghanistan it should be possible in two or three years' time to make the journey comfortably in six

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Profile of the Month

*Emil Edvardsen,
President of the Norwegian Railwaymen's Union*



ENTIRELY FREE from a desire for personal gain, courteous, realistic, firm but just, conscientious, amiable, cooperative, moderate, straightforward, thorough—all these qualities have to be borne in mind by anyone wishing to describe the Norwegian railwaymen's president, now sixty years old. On 10 January this year a new chapter began in the story of this modest man who reached the top through his desire to help others and who is entirely free from self-seeking personal ambition.

This post-war leader, a man of broad vision and a man of his times, has been active within the administration of the Railwaymen's Union for over fifteen years, to be exact since 1 November 1949 when he was appointed as a full-time secretary. Of his qualities it was his equable nature and his capacity for concentration which made him the ideal choice for Treasurer of the union in 1957. He left this post after the 1962 Congress unanimously elected him to take over the Presidency with effect from 1 July 1963. Since Emil Edvardsen took on the leadership of his union, he has constituted a kind of fixed guiding star. It might be said that the union is centred round Edvardsen, but it would be equally true to say that Edvardsen is centred round the union, for he has worked harder than anyone else on behalf of the membership. This was shown by the last wage agreement, which was ratified by a large majority of the members—a unique event in the union's postwar history.

Somebody once said that Edvardsen is more at home in committee work than at mass meetings. To substantiate this statement it is only necessary to cast an eye over the number of positions he has held, which cover a wide field. He joined the union in his teens, on his first day at work as an apprentice painter in the Sundland railway workshop. His enthusiastic trade union and political com-

mitment brought him to the fore, and in 1944 he was elected president of the Western Region workshop employees' group within the union. After that his rise was meteoric. From 1945 to 1949 he was president of the national workshop group, and also sat on several joint union-management committees of the railways. Apart from this he took part in all the union's national congresses from 1945 on. He was called upon to undertake a number of special missions in connexion with internal union affairs. Since 1950 he has been a member of the General Council of the national centre LO, and last year became a member of the LO Executive. He has attended all LO congresses since 1946. The State employees' federation had the benefit of his services from 1950, when he became a delegate to its meetings, and in 1963-4 he was the federation's president. Edvardsen has been active in the field of Scandinavian collaboration, being a member of the Nordic Railwaymen's Union executive since 1957. In the course of his official duties he has attended a number of ITF Congresses and meetings within the ITF Railwaymen's Section.

We should like to wish Emil Edvardsen good fortune in his future with the union. He has worked hard to improve the lot of Norwegian railway workers; with leadership of his calibre there is no need for any concern about the years to come.

International Civil Aviation Organization

ICAO celebrates twentieth anniversary

IN DECEMBER the International Civil Aviation Organization celebrated the twentieth anniversary of the signature in Chicago of the Convention which created it. Some fifty states signed the Convention then, and ICAO's membership has since doubled to a total of 107 states.

In a message to the Chicago founding Convention, President Franklin D. Roosevelt said, in part: 'Air transport will be the first available means by which we can start to heal the wounds of war, and put the world once more on a peacetime basis . . . You are fortunate in having before you one of the great lessons of history. Some centuries ago, an attempt was made to build great empires based on domination of great sea areas. The lords of those areas tried to close those seas to some, and to offer access to others, and thereby to enrich themselves and extend their power. This led directly to a number of wars both in the Eastern and Western Hemispheres.

'We do not need to make that mistake again. I hope you will not dally with the thought of creating great blocs of closed air, thereby tracing in the sky the conditions of future wars. I know you will see to it that the air which God gave to everyone shall not become the means of domination over anyone . . . let us work together so that the air may be used by humanity, to serve humanity'.

The objectives of the Organization are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport as to: ensure the safe and orderly growth of international civil aviation throughout the world; encourage the arts of aircraft design and operation for peaceful purposes; encourage the development of airways, airports, and air navigation facilities for international civil aviation; meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;

prevent economic waste caused by unreasonable competition; ensure that the rights of contracting states are fully respected and that every contracting state has a fair opportunity to operate international airlines.

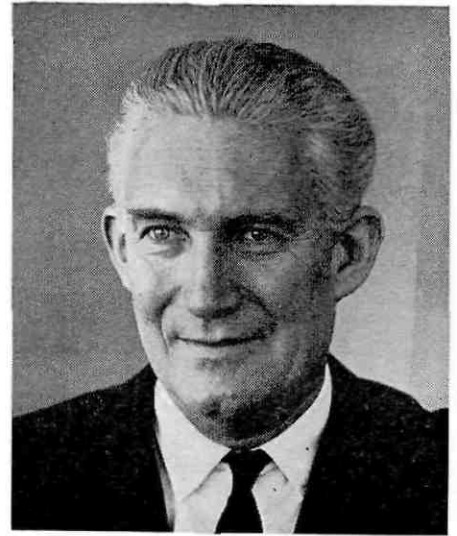
The ICAO General Assembly meets at three-yearly intervals; the Permanent Council consists of twenty-one members and there are a number of standing committees which meet regularly on Air Navigation, Air Transport, Joint Support, Finance, and Legal Status. In addition special panels are appointed from time to time; at the present time these exist to study, among other subjects, air traffic control automation, airworthiness and visual aids. Official languages are English, French and Spanish. The ITF is officially entitled to be represented at ICAO conferences, and to submit statements.

ICAO's activities include technical assistance within the UN Expanded Programme for Technical Assistance by the provision of expert advice and assistance, training and training equipment, and the grant of Fellowships and Scholarships for training in different aviation trades. Civil aviation training centres have been established in many countries with ICAO assistance. The Organization has issued a series of International Standards and Recommended Practices as annexes to the Convention, covering such subjects as Personnel Licensing; Rules of the Air; Meteorological Codes; Aeronautical Charts; Operation of Aircraft; Aircraft Nationality and Registration Marks; Airworthiness; Aeronautical Telecommunications; Air Traffic Services; Search and Rescue; and Aircraft Accident Inquiry. These standards have been accepted by almost all nations as the basis for their own laws and regulations.

There are now hundreds of inter-governmental agreements enabling the airlines of the world to operate a single international transport network.

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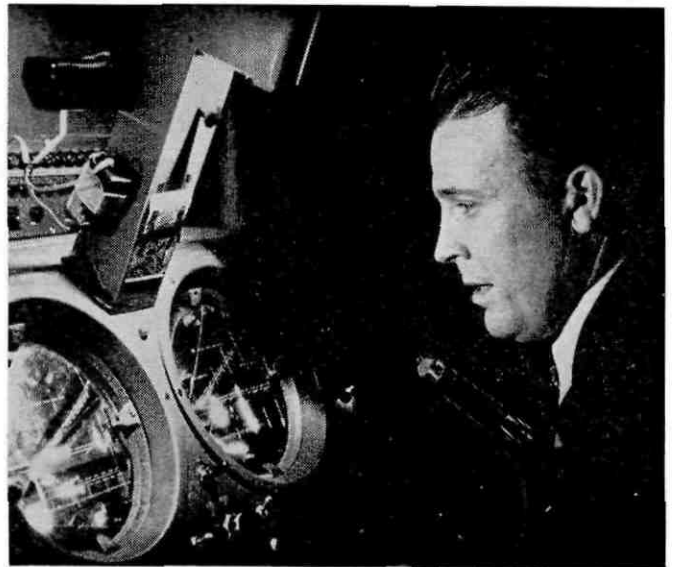
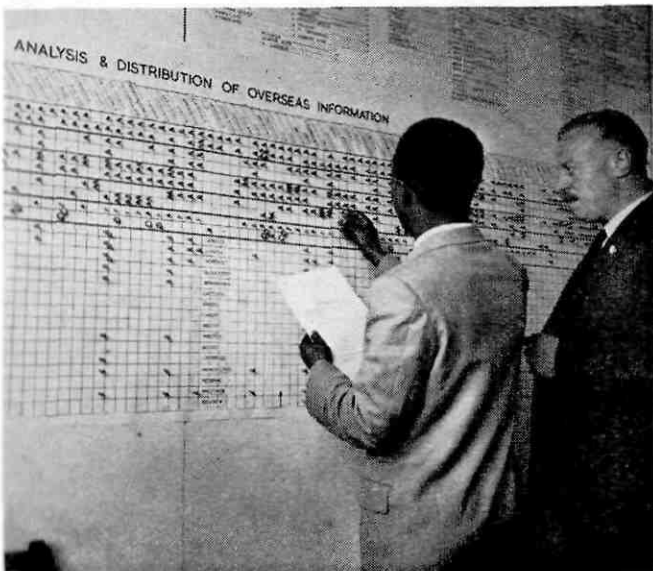


Left, training aids produced by ICAO include manuals, tape-recordings, film, records
(Photo UN Information Service)

Above, Bernard T. Twigt, Netherlands, who took over the post of Secretary-General of ICAO in 1964
(UN photograph)

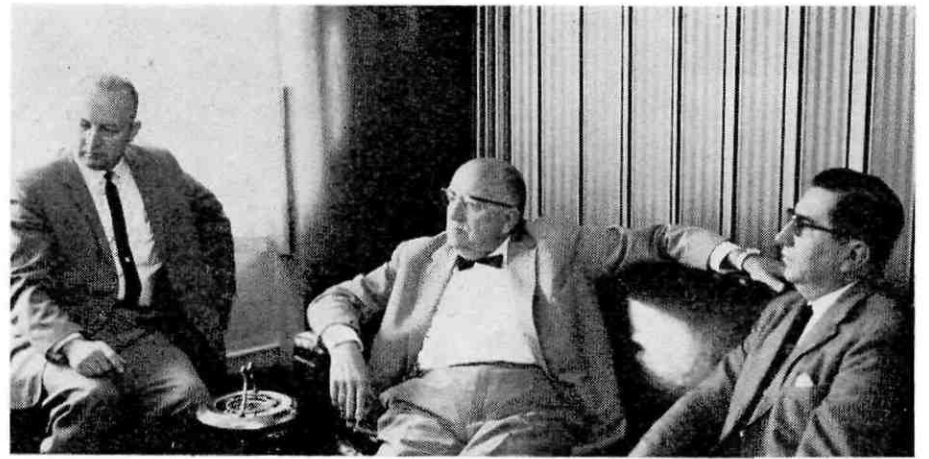
Below left: ICAO is providing technical assistance to the Ethiopian Department of Civil Aviation. Here an advanced student is seen studying in Britain under an ICAO fellowship scheme
(UN photo)

Below right: Ground Control Approach controller 'talking down' a commercial aircraft in poor visibility conditions. GCA is an ICAO standard aircraft landing aid.





Above: Julio Cruzado, General Secretary of the Peruvian Trade Union Confederation (CTP), addresses a meeting attended by ITF General Secretary, Pieter de Vries (right). Below: De Vries meets the president of the Venezuelan Trade Union Confederation (CTV), Jose Gonzalez Navarro. In the foreground (right) is Humberto Hernandez, ITF Executive Board member and leader of the Venezuelan Transport Workers' Federation. Right above: Leaders of the Argentinian affiliates welcome the General Secretary in Buenos Aires on his arrival from Uruguay. Right centre: During his visit to Mexico, De Vries had talks with ORIT leaders Arturo Jáuregui (right), General Secretary, and Robert Goss (left), Assistant General Secretary.





'Welcome Brother Pieter de Vries' — the cry which the General Secretary heard first in Portuguese, on his arrival in Brazil, but which he was to hear echoed in Spanish on his subsequent visits to other Latin American countries. And indeed the welcome was from the heart. Both leaders and members of the ITF-affiliated unions deeply appreciated the opportunity to put their problems to the General Secretary personally, wherever he went, and to ask him for information about the ITF's activities.

The four-week tour took him through Brazil, Uruguay, Argentina, Chile, Peru, Colombia, Venezuela, Curaçao and Mexico. The General Secretary reported new links forged and old ones which he had been able to strengthen.



Above: The General Secretary on his arrival in Rio de Janeiro. On the far left of the picture is Mario Lopes de Oliveira, President of the powerful Brazilian Confederation of Land Transport Workers (CNTTT), who accompanied De Vries on his visits to the Brazilian transport workers' organizations and to government officials. On either side of the General Secretary are (on his left) Jack Otero, ITF Regional Director for Latin America and the Caribbean, and Medardo Gomero, Assistant to the Regional Director. Below: The General Secretary discussing Brazilian workers' problems with the Federal Minister of Labour, Dr. Arnaldo Lopes Sussekind (left). Affiliated unions were particularly appreciative of the visits de Vries made on their behalf to heads of state and ministers. This was a great morale-booster.



News from the Regions

ILO Fact-Finding Mission in Japan

A DELEGATION from the Fact-Finding and Conciliation Commission on Freedom of Association of the International Labour Organization spent some days in Japan last month making on-the-spot investigations into the problems of Japan's failure to ratify ILO Convention No. 87 on Freedom of Association and Protection of the Right to Organize. The three-man delegation consists of Mr. Erik Dreyer (Denmark) who is the leader of the party, David Cole (United States) and C. Wilfred Jenks (Great Britain).

The Commission will have its report ready for consideration by the ILO Governing Body by next June. The Japanese government is expected to submit bills for the ratification of Convention 87 when the Diet session reopens.

Pieter de Vries, ITF General Secretary, recently submitted the ITF's statement on the trade union rights of Japanese workers when the full Commission was hearing evidence in Geneva recently.

* * * *

ITF work in Bolivia

ASSISTANT TO THE DIRECTOR of the ITF Latin American Regional Office in Lima, Manuel Medrano, has recently paid visits to Bolivia, where he has been advising and assisting ITF-affiliated unions. The first visit was largely for the purpose of assessing the trade union situation in Bolivia, since President Paz Estenssoro was overthrown and a military caretaker government subsequently established under General René Barrientos Ortuño, and to find out in what ways the ITF could be of assistance to the democratic transport workers' organizations. His main concern was the large Confederation of Railwaymen and Air Transport Workers, which groups twelve federations. Some of the federations were holding elections while

Medrano was in the country, and so he was able to assist them in making their preparations.

One of the urgent needs of the Bolivian democratic labour movement is that of trained and capable leadership. Thus the ITF and the American Institute for Free Labour Development have decided to sponsor a joint education programme in Bolivia with the object of training 45 union leaders during the first quarter of 1965. The plan is to provide three courses for 15 students each, and the programme should commence towards the end of February.

* * * *

Reorganizing public transport in Barbados

THE COMMITTEE APPOINTED by the Barbados Government in 1963 to enquire into the island's public transport system and to make recommendations has published its report. The Secretary of the ITF Road Transport Workers' Section, Hans Imhof, has studied the report and sent his comments to the Barbados Workers' Union.

The Public Transport Committee has proposed a number of measures designed to make the island's bus transport system into a more efficient service. Among its recommendations are that the Government should take responsibility for operating the whole network as a single system, putting an end to the present situation under which some routes are in the hands of a number of private transport owners, under concessions from the public authority; that vehicles should be renewed regularly, workshop and garage facilities improved and all personnel properly trained, so as to ensure a reliable and efficient transport service at all times. The Committee also considers that the system should be run on a commercial basis, and that a revision of the fares structure is necessary to ensure this.

How well off are workers in the Americas ?

A WAGE STUDY compiled by the AFL-CIO Oil, Chemical and Atomic Workers' International Union from the ILO's labour statistics for 1963 gives us a guide to relative prosperity and poverty in the Americas.

It shows that Puerto Rican workers top all others in Latin America with an average hourly wage rate of \$1.12. Venezuelan workers rank second with 92 cents per hour and Argentine workers are third with 74 cents. The lowest of the 11 countries listed was Brazil where the hourly wage is 19 cents. In other countries, the rates were as follows: Chile 24 cents, Colombia 34 cents, Dominican Republic 24 cents, Mexico 44 cents, Nicaragua 29 cents, Panama 51 cents, Peru 23 cents.

U.S. workers, with the highest wage in the world, earn an average of \$2.46 an hour. Canada is second with a rate of \$1.80 hourly, and Sweden stands third with \$1.39. Taiwan is at the bottom with a rate of 12 cents an hour.

The study shows that Colombian workers toil longer, on the average, than any other group in the world. They average 51 hours a week for a weekly salary of \$17.34. Workers in Brazil toil the world's second longest, 48.2 hours, but end up with the lowest weekly salary (\$9.16) of any group in the Americas.

Puerto Rican workers work the shortest number of hours in Latin America (37.1 weekly) and end up with the second highest average weekly salary (\$41.55). Venezuelan workers, who average 45.9 hours weekly, rank first in Latin America in average weekly salary (\$42.23). U.S. workers average 40.4 hours a week for the world's highest weekly earnings of \$99.38. Canadian workers average 40.7 hours for a weekly salary of \$73.26, the world's second highest.

In other Latin American countries: Argentine workers toil 45.9 hours for \$33.97 weekly; Chileans, 45.9 hours for \$11.02; Dominican Republic workers, 45.9 hours for \$11.02; Mexicans, 46.3 hours for \$20.37; Nicaraguans, 45.9 hours for \$13.31; Panamanians, 45.9

hours for \$23.41; and Peruvians, 45.8 hours for \$10.53.

Wage rates quoted are in United States dollars (\$2.80 to United Kingdom £1).

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Transport unions in the Dominican Republic

AFTER THE NEWLY-FORMED Dominican Transport Workers' Federation (FENATRADO) decided, at its first congress last year, to affiliate with the ITF, it was decided that an ITF representative should go to the Dominican Republic to assist and advise the new Federation in launching its various programmes. The man for the job was Medardo Gomero, of the ITF Regional Offices in Lima. Besides spending a good deal of time with FENATRADO and its constituent unions he also contacted a number of transport workers' organizations on the island not yet affiliated to the Federation. He extended his trip to Puerto Rico, where he lectured to students of the University Institute of Labour Relations.

FENATRADO is affiliated to the Dominican national centre, ORIT-ICFTU-affiliated CONATRAL, and is firmly founded on principles of freedom and democracy. Its application to affiliate to the ITF was accepted a short time ago. Some of its present problems are in the nature of teething troubles. Lack of support from stronger unions, inexperienced leadership and the need for clarification of objectives will not necessarily hinder FENATRADO's growth and development. It has some good leaders who compensate for their comparative inexperience by their intelligence and energy, and their determination to raise the standards of the workers whose interests they stand for. FENATRADO groups 30 road transport workers' unions organizing truck, bus and taxi drivers, and one port workers' organization.

Gomero was able to do much to help FENATRADO straighten out its initial difficulties. He assisted in setting up a legal department and conducted a four-day seminar for leaders of the unions. Organizational difficulties were

perhaps FENATRADO's greatest problem in the initial stages, hence great prominence was given to the subject of trade union organization in the seminar. Other subjects dealt with were: trade union journalism, the ITF and its activities, labour-management relations and cooperativism.

Gomero attended several meetings in connection with FENATRADO and contacted leaders of a number of its constituent unions. He was able to advise one of the taxi drivers' unions on conducting the affairs of a cooperative the union set up to buy the vehicles needed by the drivers. In addition to the FENATRADO unions he also contacted four port workers' organizations, one of which affiliated with FENATRADO, bringing the membership total up to 15,000. He took part in radio and television broadcasts to explain the purpose and results of his visit to the Dominican Republic. He was able to give the public an idea of the ITF's activities and its role in international labour affairs. He spoke too at a seminar organized for women unionists by CONATRAL in conjunction with the American Institute for Free Labour Development (AIFLD).

Donald U'ren, ITF Asian Representative, making the presentation on board the training ship Singapore. The ITF cheque will go towards the purchase of a liferaft for the ship.



All things considered his trip was a fruitful one. FENATRADO, under the leadership of General Secretary, Hugo Castañeda, is well on the road to becoming one of the strongest labour organizations in the Dominican Republic. By no means all of the transport unions on the island are affiliated, but the Federation is not yet a year old. The trade union situation there presents an optimistic picture. It is barely three years since the nation rid itself of the dictator Trujillo, under whose misrule it suffered for 31 years. Today there is comparatively greater freedom and therefore more scope for progress.

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ITF presentation to training ship

DONALD U'REN, ITF Asian Representative, recently presented a cheque for \$500 on behalf of the ITF to the training ship *Singapore* towards the purchase of an inflatable life-raft for the ship. In making the presentation U'ren said that the ITF realized that Malaysia had a great need for experienced seamen, and that the contribution of the Singapore Government in financing and operating a training ship was a worthy example for other developing countries to follow.

Workers' education in Africa

A NUMBER OF AFRICAN countries have benefited recently from education programmes sponsored by various organizations national and international. Two courses on workers' education have been held for West African trade unionists by the International Labour Organization (ILO). The first was of four weeks duration and intended for participants from the French speaking countries of West and Central Africa. It was given at Abidjan in the Ivory Coast. The second, a three week course for English speaking trade unionists, was held during November and December at Ibadan, Western Nigeria. The intention of these courses was to train African union officers, responsible for workers' education or interested in its development, in the organization of programmes and their adaption to various groups of students, in the most suitable teaching techniques, in the preparation of educational material and in the evaluation of the results of courses conducted.

The International Confederation of Free Trade Unions (ICFTU) has also been assisting national organizations in developing their educational activities. Trade unionists from several African countries attended a seminar on trade unionism held jointly in Ethiopia by the Confederation of Ethiopian Labour Unions (CELU) and ICFTU's African Regional Organization (AFRO). A three week seminar began soon afterwards in Tananarive, Madagascar, under the joint sponsorship of ICFTU and the Malagasy Federation of Trade Unions. This was aimed at union officers responsible for trade union training, to enable them to develop the educational activities of their unions.

During November and December the ICFTU held three ten day courses in the Congo. The ITF Representative for West Africa, Emile Laflamme, assisted the ICFTU organizers in two of the courses, held in Matadi and Leopoldville. The third was given in Elisabethville. An ILO expert assisted the ICFTU organizers at a further three week seminar for trade unionists in Lomé, Togoland.

In the specialized field the Public Services International helped two Nigerian public services unions to conduct a course in basic trade unionism at Ibadan last November.

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Japan taxi firm adopts colour psychology

IN AN ATTEMPT to help check the rising road accident rate in Japan a taxi company in Fukuoka City, Kyushu, has used colour psychology to lessen the physical and mental fatigue of its drivers. During rest periods the driver is required to relax in a special 'eye room' devised by the company.

Since dark interior colours produce strong irritation, the walls are painted green, relaxing the mind and body. The ceiling and floor are coated in pale pink to produce composure. The painting was not entrusted to painters but was completed by the president of the company and other employees after serious study. The results drew favourable comment from the drivers with such remarks as 'the atmosphere in the firm's office has become bright', 'we feel relaxed and our nerves eased', etc.

* * * *

Peru is world fishing leader

PERU IN 1963 caught more fish than any other nation. Figures collected by the Food and Agriculture Organization show that Peru caught 6,901,300 metric tons, compared with the Japanese catch of 6,697,800 metric tons. Japan had been the world's top fishing nation since FAO began collecting world catch statistics in 1947.

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Politeness — A pain in the neck ?

A TOKYO WEEKLY has recently conducted a survey of the traditional Japanese bow, which according to some reports is becoming less widespread as a social politeness. However, in an age when workers who come into contact with the public are often accused of being less courteous than in the good old days, it is a change to learn that sales staff bow an average of 123 times a day, and a ticket-punching conductor on a busy train bows at least 2,100 times a day. The record-holders, however, are the girls in department stores

who stand at the bottom of escalators. Their job is to bow to ascending customers and murmur 'irasshaimase' (welcome) in a soft voice; they bow at least 2,500 times a day.

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Trade union youth aims in Nigeria

THE GENERAL SECRETARY of the United Labour Congress Youth Wing recently stated the objectives of youth work in the Nigerian trade union movement. These include the effective organization of young workers, and encouraging them to become responsible members of society; securing for young workers full recognition and enjoyment of the rights and freedoms to which they are entitled; educating youth in the ways of democracy and trade union solidarity; and watching over and caring for the physical, mental and spiritual well-being of young people. The Youth Wing's activities include promoting vocational training and giving expression to the labour, political and cultural aspirations of young trade unionists.

He said there was a great need to draw the attention of the government to problems affecting young workers, who are the country's future. It was necessary to contain the drift of young workers into urban areas, where employment opportunities were few, by improving agricultural and mechanized farming. Vocational training schemes for school leavers should be stepped up. He also advocated the establishment of a special Ministry in charge of activities on behalf of youth.

(Continued from page 33)

weeks, allowing ample time for sight-seeing.

Agreement has been reached on links between the main international traffic routes of Europe and the Asian Highway system. The Governments of Turkey and Iran have agreed to develop a second link in Southern Turkey within the next few years, and it is possible that further links will be established with other Middle Eastern countries and with the African highway system in the future.

FREE from restriction

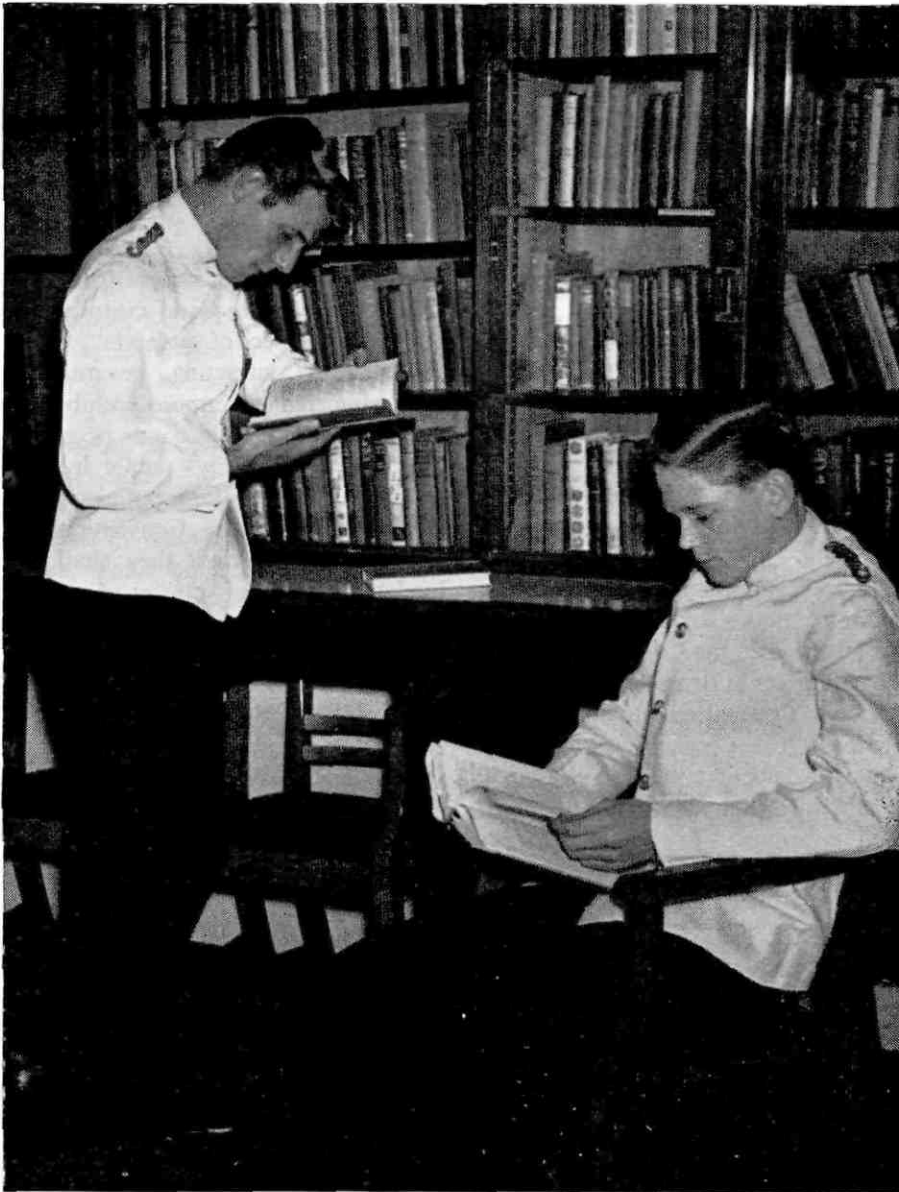
IN THE PAST THE FREE CIRCULATION of seafarers' welfare materials has been seriously hampered by the imposition of customs duties and formalities. An important step in improving the situation was taken when the Customs Cooperation Council, a United Nations agency with headquarters in Brussels, at a meeting on 1-2 December 1964, adopted an International Convention providing for a substantial relaxation of the existing restrictions. The Council was acting in response to a resolution adopted by the Tripartite Subcommittee on Seafarers' Welfare of the ILO in September 1961 and subsequently endorsed by the Joint Maritime Commission of the ILO, which urged governments to eliminate charges and restrictions and to expedite formalities on the transit of films, books, tape-recordings and other welfare material for the use of crews on board ships.

The Customs Cooperation Council has recently adopted an International Convention designed to allow seafarers' welfare goods through Customs with only minimal formalities.

The Convention provides for relief from customs duties and customs formalities in respect of seafarers' welfare materials. Contracting governments retain the right to impose prohibitions and restrictions on grounds of public morality and security, public hygiene or health considerations, but as regards public morality, the Convention explicitly stipulates that they shall not hinder the speed of transfer of welfare material, which should greatly facilitate the circulation of ships' libraries, films, and the like.

The Convention applies to ships engaged in international traffic and to welfare material imported for a period not exceeding six months for the use of welfare establishments ashore, subject to the minimum formalities necessary for control. However, there





Crew relax in the ship's library. Books and other educational and welfare material for seamen pass through Customs with the minimum of formality — (P&O photo)

Seafarers' unions affiliated with the ITF can now do their part to further matters by using their influence with governments in favour of speedy ratification and especially wholehearted implementation of the Convention. They are well placed to do this in the countries which are members of the Customs Cooperation Council. Where this is not the case, they can perform a double service, by promoting membership of the Council and ratification of the Convention.

Here follows some general information on the Council for the guidance of seafarers' unions in their efforts in this direction.

The Customs Cooperation Council was set up in 1952 to administer two International Conventions — on Nomenclature and Valuation — and more generally to: study all questions relating to cooperation in Customs matters which the contracting parties agree to promote; examine the technical aspects of Customs systems with a view to proposing practical means of attaining the highest possible degree of harmony and uniformity; prepare for this purpose draft Conventions and Recommendations; circulate information regarding Customs procedures; furnish information or advice to Member States; and cooperate with other international organizations.

The Council meets twice a year, normally in June and November, and is composed of delegates nominated by the Member States, usually the heads of the customs administrations. The Council's official languages are English and French. Assisting the Council in its task of studying Customs technique is the Permanent Technical Committee, composed of representatives of all Council Members. The Committee meets normally twice a year for a fortnight at a time, and sessions are attended by observers from both non-member countries and other international organizations.

is a reservation clause, which allows governments to contract out of this provision of the Convention if they wish.

An interesting feature of the Convention is that it contains a built-in revision procedure. The Convention can be revised at any time, provided all the contracting parties are in agreement. Given such agreement, therefore, the Convention can be kept up to date without resorting to a lengthy revision procedure.

The Convention will enter into force three months after five governments have ratified it. For governments ratifying subsequently it will enter into force three months after such ratifica-

tion.

The value of the Convention, in removing obstacles to the circulation of welfare material, is evident. The unanimity and the speed with which the Convention was drawn up and adopted by the Council will therefore be warmly appreciated in seafarers' circles. In this praise the ILO must have a full share for the role which, through its Maritime Division, it played in sponsoring the instrument with the Council and helping to pilot it through the discussions. The ITF, in the person of the Chairman of its Seafarers' Section, Douglas S. Tennant, also helped with the task.

Top: Players and spectators alike enjoy a game of table-tennis on board the British Ensign (photo courtesy British Petroleum)

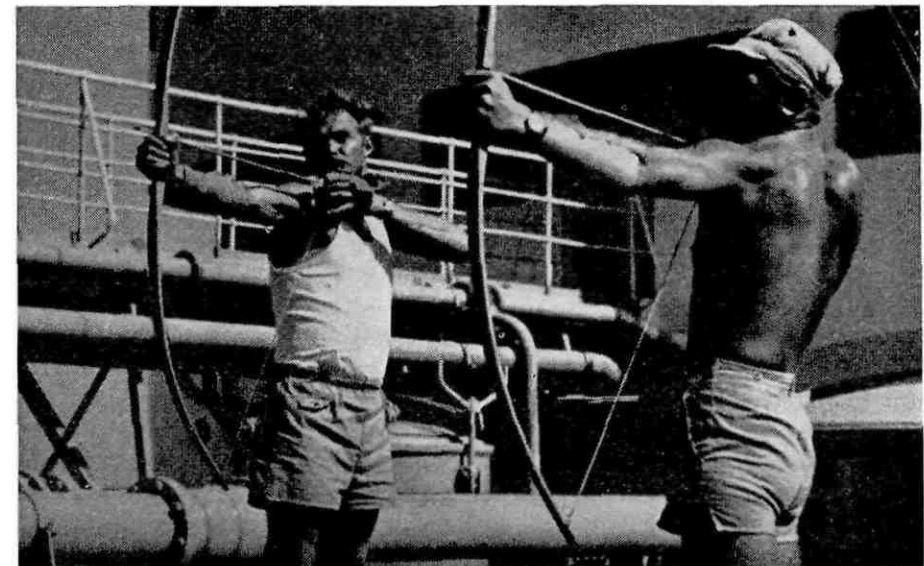
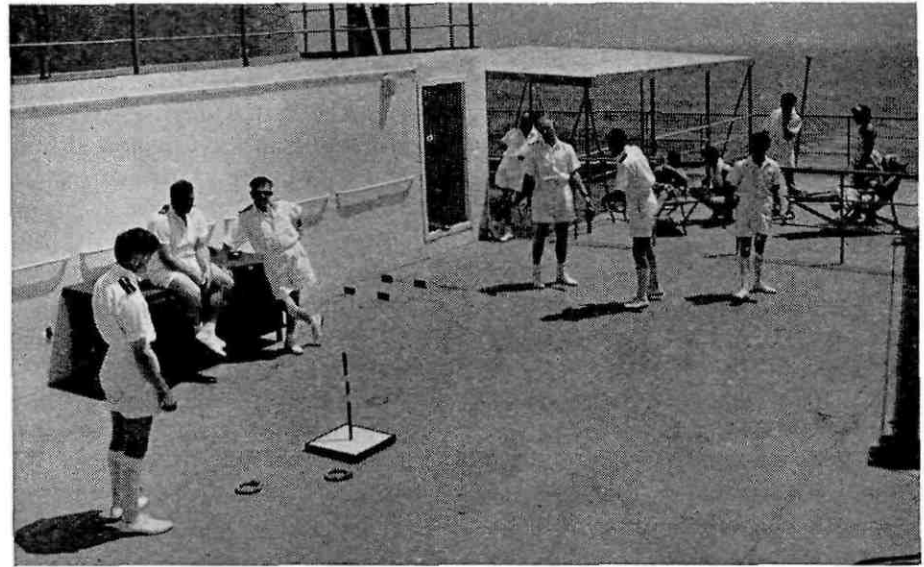
Centre: Deck quoits in the sunshine on board the British Ensign (BP photograph)

Bottom: Archery is one of the more unusual hobbies catered for on board a Danish ship.

The activities of the Permanent Technical Committee include the preparation of Customs Conventions and Recommendations which are submitted for approval by the Council; five Conventions have been produced by the Committee, concerning temporary duty-free importation and international Customs documents, and some twenty Recommendations covering cooperation between Customs administrations, uniformity of practice as regards duty-free admission or repayment or remission of duties and measures to facilitate travel and tourism.

The Committee has also undertaken a systematic comparative study of members' Customs regulations, and is working on a glossary in English and French of technical Customs terminology. In addition its work programme includes drawing up international Customs norms which lay down basic principles as a guide to Customs administrations.

The Customs Cooperation Council collaborates with nearly all the UN specialized agencies, and has close relations with inter-governmental organizations such as GATT (General Agreement on Tariffs and Trade), the OECD (Organization for Economic Cooperation and Development), the European Community bodies and other regional trade organizations. The following countries are members of the Council: Australia, Austria, Belgium, Denmark, Finland, France, German Federal Republic, Greece, Haiti, Indonesia, Iran, Irish Republic, Israel, Italy, Ivory Coast, Jamaica, Jordan, Lebanon, Luxembourg, Madagascar, Netherlands, New Zealand, Nigeria, Norway, Pakistan, Portugal, Rwanda, South Africa, Spain, Sudan, Sweden, Switzerland, Syrian Arab Republic, Turkey, United Arab Republic, United Kingdom and Yugoslavia.



Round the world of labour

New PTTI General Secretary

WITH EFFECT FROM 1 JANUARY 1965 Stefan Nedzynski, until then Assistant General Secretary of the International Confederation of Free Trade Unions, took up the post of General Secretary of the Postal, Telegraph and Telephone International (PTTI). Nedzynski worked in Britain after the Second World War. He became head of the research department of the Post Office Engineering Union and then in 1952 went to Brussels to work in the ICFTU's economic and social department, later becoming Research Officer. In 1958 he joined the staff of the PTTI, where he was particularly concerned with activities in Africa and Asia. He organized PTTI regional conferences in Nairobi and Tokyo, initiated organizing and educational programmes and travelled extensively on missions to Africa and Asia. After about a year with the PTTI he went back to the ICFTU as Assistant General Secretary.

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All TWU contracts must have Civil Rights clause

BRANCHES OF THE Transport Workers' union of America have been notified that the Union will not give approval to any contract which does not contain the civil rights provision specified by the Executive Council. This provision states: 'Neither race, creed, colour nor national origin shall be a consideration in the hiring, promotional opportunities and the working conditions generally of the employees covered by this Agreement'.

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Prison for drunken drivers in Germany

WEST GERMANS FOUND GUILTY of drunken driving face prison sentences of up to five years, under a law which came into force during January. Drunken drivers can get up to one year in jail even if they have caused no accident. Speeding, violation of pri-

ority rules and dangerous overtaking are among other offences for which a five-year sentence can be imposed. All such offenders may lose their licences.

At least 16,000 people are estimated to have been killed in road accidents in West Germany during 1964, an increase of 15 per cent over the previous year and the highest rate in Europe.

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Revolutionary navigation device

A REVOLUTIONARY American navigation device that allows a captain to maintain the course of his ship without the aid of stars or radio beams is being made available to merchant ships. The device, known as an 'inertial navigator', has been so costly up to now that it could only be used in defence equipment — Polaris submarines, guided missiles and military jet aircraft. But the manufacturers have come out with a model at half the former cost.

Inertial navigation consists of the measurement of every known movement of a ship from a known starting position. Devices held stable by two gyrocompasses sense the movement of the ship, and feed information on it to five hundred sugar-cube sized computer circuits. The circuits make more than 4,000 computations per second, correlating the starting place of the ship with the information on movements it has received. The navigator then gives the ship's exact position to its operator.

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Insurance for Norwegian Trade Unionists

THE NORWEGIAN TRADE UNION movement is planning to arrange group insurance policies for trade union members through the cooperative insurance society, Samvirke, in which the national centre LO has a substantial interest. Recent negotiations between the LO and Samvirke have produced plans for union by union insurance policies which would give up to half a million policy-holders cover for very

modest premiums. Announcing these plans, the vice-president of the LO said they could lead to the 'democratization' of insurance in Norway. It is stated that life policies would include an element of saving, but the first steps towards group insurance will be taken in the risk and accident fields.

Fire, accident and other risk insurance is normally arranged on a year-to-year basis, so that it would be relatively easy to switch from private companies to a collective arrangement.

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Safer level crossings in France

FRENCH RAILWAYS have decided to improve safety at 150 of their unguarded level crossings. The barriers at the crossings in question are remote-controlled from nearby guarded crossings. Road users wishing to cross the railway have till now signalled their request for the barrier to be opened by ringing a bell, which sounds at the keeper's cabin some distance way. Such crossings are henceforth to be equipped with telephones, so that the crossing user can explain to the keeper whether he is on foot, has a car, or is leading a herd of animals.

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Air safety over Africa

A CONFERENCE HELD by the International Federation of Airline Pilots' Associations (IFALPA) on the subject of Air Safety over Africa and the Pacific has expressed concern over the inadequacy of measures to ensure safe flying in West Africa. According to the pilots many aspects of the safety regulations in this area need to be reviewed. If this need is not urgently met IFALPA may be forced to recommend its members not to fly on certain African routes.

Cause for concern was also found in the traffic congestion which exists over the oceans, particularly the Indian Ocean and the Atlantic. The pilots agreed in principle to a reduction of the space between two flight levels from 2,000- to 1,000 feet, but insisted that horizontal separation between aircraft flying the same route should not be reduced, except under considerable improvements in navigational methods.

Shorter hours and productivity

A CONTRIBUTOR to the Danish Locomotivemen's Journal (*Dansk Lokomotiv Tidende*) argues in favour of the current demand for a forty-hour five-day week being pressed by the Danish trade union movement in negotiations at national level with the employers. He quotes the President of the Employers' Association as saying: 'A cut in the working week is the most expensive form of wage increase we know of. We still have to pay for and write off our plant and machinery whether the workers are there all week or not. It is my impression that there is no economic basis for meeting this claim.' How has the idea come about that cuts in hours are so expensive? Looking back at what earlier reductions in working hours have cost the community, it is clear that they have not resulted in the decrease in output which the employers fear.

The last time working hours were cut in Denmark was in 1958, from forty-eight to forty-five. After this took place the Social Research Institute carried out an investigation of its effects. Six firms were chosen in different industries, and an attempt was made to select those in which no significant changes other than reduced hours had taken place. It was found that production was *increased* in all the firms; this was true both of total production and of hourly production. In a few production per man was also increased. Finally, statistics for the whole Danish economy showed a rise in production.

It is thus possible to conclude from the Social Research Institute's findings that a reduction in working hours does not bring the catastrophic consequences for the country's economy that the employers would have people believe.

On the contrary, it is clear that an increase is registered in *productivity*—production in relation to labour force—after a cut in working hours, and this is a result which workers and employers alike can welcome.

Looking back at previous investigations both in Denmark and in other countries into the effects of shorter working hours, there is no evidence to show that production has ever been badly affected. The introduction of the eight-hour day was in its time a great victory for the Danish worker. But as long ago as 1900 employees in the famous Zeiss factory in Jena had a cut

in hours from nine to eight a day—a reduction of 11 per cent. At the same time an investigation was carried out into the changes in hourly earnings of piece workers, and into the factory's consumption of electricity.

By measuring the changes in these two factors an idea was obtained of how production was affected by shorter hours. During the period of the investigation all other factors were kept constant and it was found that hourly earnings of workers on piece rates rose by 16.2 per cent and electricity consumption rose by 12 per cent. It was thus concluded that the cut in hours was accompanied by a faster rate of work and that production did not drop.

At about the time of the First World War an investigation took place in England which also showed that production in some circumstances could go up after hours were reduced. Hours of work for men on heavy work were cut from 61.5 to 55.4 hours per week—representing a reduction of 11 per cent.—and production rose by 9 per cent. The same was done for women on lighter work, but the result here showed that production fell a little; working hours had been reduced by 14.3 per cent, and production fell by 4.3 per cent.

The writer concludes by saying that in the final analysis the purpose of life is not just to produce and consume as much as possible and that leisure is a commodity like other necessities or luxuries of life, worth fighting for.

Publications received

AMONG THE PUBLICATIONS received in the ITF office during recent months are the following:

Published by the Organization for Economic Cooperation and Development: Final Report of the International Trade Union Seminar on Economic and Social Programming which took place in Paris in October 1963. The report summarizes arguments for and against the principle of economic programming put forward at the seminar; reports on the views expressed on problems of preparation and implementation of economic plans, consequences of economic programming for trade unions, relationship between economic programming and incomes policy, and international aspects of economic programming; and describes economic planning in a number of countries.

A *Supplement* to the Final Report reproduces reports prepared for the seminar by the Rapporteurs. These are on: Trade Union Analysis and Appraisal of Programming in France and in Great Britain (by Gabriel Ventejol and Lionel Murray respectively); European Programming — Problems and Solutions (by A. Kervyn de Lettenhove); Economic Programming and Union Policies (by Nicola de Pamphilis); The Trade Union Attitude to National Programming — results of an inquiry among European and American Unions (by Walter Schevenels).

The OECD at Work is a booklet giving detailed information about the organization and its activities.

Published by the ICFTU: Revised (November 1964) edition of book one in the educational series *You and Your Union* (Trade Unions, What They Are, What They Do, Their Structure, price 6d.); new volume in the same series, book ten, *How to Organize a Union*, price one shilling; new volume in the *Know Your Facts* series, book thirteen, *Labour-Management Relations in Western Europe*, price 5s. or 75 US cents.

Published by the Public Affairs Press, Washington DC: Union Member's Handbook, by Albert S. Herrera, General Chairman of the Order of Railroad Telegraphers.

PLACING A SATELLITE INTO ORBIT involves no more complicated communications work than keeping the 1,552,000 freight cars and 28,675 locomotives rolling over 217,000 miles of mainline track in the United States. As train sizes increase, as speed goes up, as turnaround becomes faster, and as special cargoes become larger and more varied, a storm of paper work swarms in the wake of each passing train.

Today, in the battle with the paper blizzard, American railways are testing electronic scanners which identify and register passage of individual freight trucks and wagons — boxcars and flatcars as they are called in America — in trains moving at speeds up to 60 miles an hour under any conditions of visibility.

The purpose is to identify which trucks are in which position in each train, so that the train can be 'broken up' and 'made up' electronically at the freight car classification yards and terminals. It is also useful for answering queries from consigners, who often want to know the exact location on the railway system at any given time of the trucks which are carrying their goods.

One of the identification systems being tested uses an infra-red ray because it is effective in fog and other poor visibility conditions. Each wagon used on a railway system has an identification plate to which is bonded reflecting material, arranged to produce the car identification symbols in teletype code by a series of reflecting and non-reflecting surfaces. A lens system receives the light from the reflector and projects it on to photoelectric cells. The reflected light is amplified and the pulses stored serially in a register and a logic system that can recognize direction of travel. The logic system can accept train speeds from virtually zero to 100 miles an hour.

Another system under test transmits

New York Central railway centralized traffic control uses a high-speed electronic system to get more trains moving over a single line (Photo: US Inf. Service)

a beam of microwave energy toward the identification tag on the freight car as it passes. The beam is reflected back to the scanner receiver, which converts the energy into a series of coded impulses corresponding to the car number. The coded information is then stored for further processing. This system operates in a speed range of from 5 to 60 miles an hour under all weather conditions.

Electronics are also being used to reduce another time-consuming hazard of rail operation — the overheated journal (axle bearing) or 'hot box'. In recent years, the average mileage between 'hot boxes' has been lengthened to one million freight car miles by use of improved bearing design and materials and better lubrication. Even so, hot boxes still do occur and this is particularly expensive in an era of fewer, but much longer, trains.

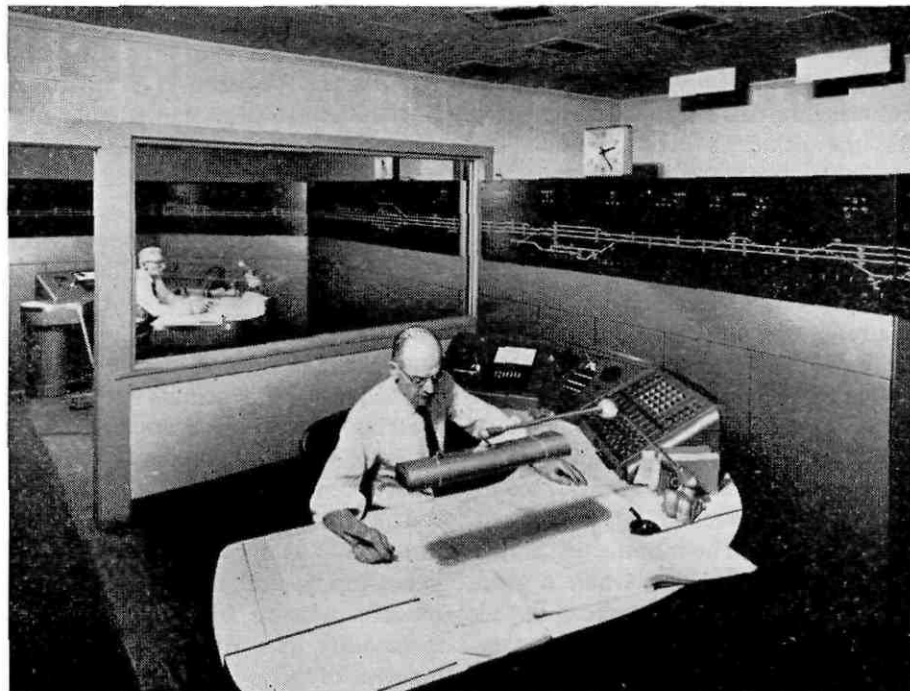
One railway is using infra-red emission scanners on each side of its track to inspect two-way traffic. The

scanners are equipped with transistorized receivers and relay control, a voice recorder with amplifier, and electronic counters which count the axles on the passing train. After the train has passed, the information is analyzed electronically and a voice message is automatically transmitted to the driver of the train and to the nearest dispatching office. A typical message broadcast in such a way might say, 'Seaboard Railroad, Campville, Florida, first hot box, right side 132' — the number referring to the 132nd axle from the rear end of the train.

To speed up freight operations on main line routes, a number of railroads have turned to what is known as Centralized Traffic Control. By means of high-speed electronic systems and microwave radio, the dispatcher can arrange 'meets' between trains accurately and change them upon short notice as new conditions develop. This makes it possible to move more traffic over a single line in a given period of

US railways keep goods

ON THE MOVE



time than was possible over two lines before.

The use of microwave radio in railway operations has greatly increased in recent years, and there are now more than 12,000 track miles in operation, under construction or applied for in the United States and Canada. Although microwave now can provide 240 to 600 voice channels compared to 120 a few years ago, microwave communications are restricted to 'line of sight'. So experiments are going on with techniques (tropospheric 'scatter') to extend reception several hundred miles. This development, tied into the eventual use of satellite communication, could make possible a continent-wide railroad communications system.

But the main problem has not been moving trains over main lines, but getting them out of terminals faster. Electronics have been called upon here, too. The electronic classification yard, of which there are about 45 already operating in the United States and Canada, is a major step forward. A good example is the \$14 million automated freight classification yard at Elkhart, Indiana, which contains 96 miles of track and has capacity for 7,873 cars.

As soon as a train enters the receiving yard, an electronics system, which includes one of the world's largest single-purpose, privately-owned computers takes over. Switching is done automatically by means of electronic memory units. Radar supplies data to the computer which automatically applies the right braking action as cars roll down a slope. The braking is done so gently that damage to cargo and equipment as a result of coupling impact has been cut to a record minimum.

To make up the switching lists, a closed circuit television camera monitors the initials and numbers of each car and the information is recorded on a magnetic disc. The new record is checked against an advance list on punched cards. The content and destination of all the wagons are noted and the cars are then assigned to their classification tracks.



Mobile gantry crane can lift trucks, vans and trailers on and off flatcars in three minutes. Piggyback operation is growing rapidly in America (USIS photo)

Side by side with electronic innovations, American railways have been introducing new concepts in handling cargo which are cutting both rates and delivery time for certain types of freight. The most significant of these developments are:

— The 'unit' train in which freight cars of one type are operated as a unit to carry one kind of freight (such as coal) for a single customer in shuttle service between the production and the consumption points.

— Containerization, which extends the economies of bulk handling to mixed consignments and to those of less than carload.

— The so-called 'piggy-back' transport

of highway trucks, truck vans and trailers on flatcars, in which the economies of rail transport over distances exceeding 300 miles are coupled with the flexibility and convenience of the motor vehicle for delivering goods at destinations far from any railroad siding.

The newest idea is the so-called 'integral' train, in which lightweight cars are permanently joined together and operated as a unit, carrying one kind of cargo in shuttle service between the same loading and unloading points. Power is distributed throughout the train and the loading and unloading devices of the train are integrated into facilities at plants of consigners and

receivers. The integral train is still in the blueprint stage but is being actively studied by 16 major railroads and their customers.

Piggy-back operations began in 1955 and have been growing at a 20 per cent annual rate. They are expected to account for 17 per cent of all rail freight by 1975. In 1963 there were 797,000 such car loadings, up 35 per cent since 1961. Today many trains made up entirely of piggy-back cars move at close to passenger train speed. Some mixed freight trains with both these and other types of cars make the 800-mile run between Chicago and New York in 24 hours and from coast to coast, a distance of 3,000 miles, in 84 hours. New techniques have been devised and new cranes developed for loading and unloading trail vans on and off the flat-cars. Straddle or gantry cranes can do the job in three minutes.

The average railroad boxcar moves about 42 miles per day, loads 18 to 20 times per year. But rail piggy-back flatcars move 192 miles per day, and average more than 20 trailer loads per month. Experts see the standardized container as the bridge to unite America's transport industry into a single, efficient and cohesive entity in years to come. Under this system the cargo would be loaded and unloaded only once, and would move smoothly through truck, railroad and ocean transport as needed.

Much has already been done to realize such a system. Standard container sizes have been agreed upon by the United States and Europe, and leading transport and shipping firms have found that standardization makes containerization look more attractive.

A very new introduction on American railways is the container car, a floorless flat car on which 11 fitted steel containers can be locked to the car's cross-bars. A consignor using these does not have to pay freight rates on the weight or bulk of the containers, just on their contents. The containers, for rate-making purposes, are considered part of the car, just as a tank is part of a tank car. Time and

money are saved in loading these containers, which are handled an average of only four times compared with about 12 times for each piece of freight moved in the conventional way.

(Source: Science Horizons)

(Continued from page 29)

the last sixteen years to arouse the interest of the World Health Organization and the International Labour Office in the establishment of an international health service for seafarers. Although a Joint WHO/ILO Committee on Hygiene of Seafarers was appointed as long ago as 1948, and has met three times, very little progress has been made. The Committee has mainly dealt with problems like medicine chests on board ship, radio-medical advice for ships at sea, pre-sign-on medical examinations and international medical textbooks for ships. These are all extremely important and, of course, are to be welcomed, but Dr. Evang considers there has still been no advance towards a general improvement of health services for seafarers in international trade.

Dr. Evang refers to a number of studies which have been made in recent years, all of which point to the need for an international health service, but says that a deadlock seems to exist in that no-one feels responsible for drawing conclusions from these reports. He sees this as being due partly to the fact that the matter belongs within the competence of two different international organizations — the WHO and the ILO — and partly to the strong and systematic opposition to the idea of an international health service for seafarers by one of the world's leading shipping nations, the United Kingdom.

Dr. Evang suggests that attempts might be made through organizations of shipowners and seafarers. In his opinion international health centres, flexibly adapted to the national health services of the countries concerned and acting as 'clearing houses' for all health matters, could be most profitable to the host country, to the seafarers

themselves, and to the industry as a whole. Running expenses could be covered by the users.

The ILO has a long and remarkable record in the protection of seafarers, as has too the International Union against Venereal Disease, the League of Red Cross Societies, Seamen's Missions, and, since World War II, the World Health Organization. Many countries have been quick to provide seafarers with the legal right to obtain medical care, but the establishment of the necessary service structure to meet this legal obligation has been left more or less to itself.

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Cover picture:
On the Asian Highway as it passes through Iran.

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
- 335 affiliated organizations in 81 countries
- Total membership: 6,500,000

The aims of the ITF are

to support the national and international action of workers in the struggle against economic exploitation and political oppression and to make international trade union solidarity effective;

to cooperate in the establishment of a world order based on the association of all peoples in freedom and equality for the promotion of their welfare by the common use of the world's resources;

to seek universal recognition and enforcement of the right to organize in trade unions;

to defend and promote, internationally, the economic, social and occupational interests of all transport workers;

to represent 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
Bermuda * Bolivia * Brazil * British Guiana * British Honduras
Burma * Canada * Chile * Colombia * Costa Rica * Curaçao
Cyprus * Denmark * Dominican Republic * Ecuador * Egypt
Estonia (Exile) * Faroe Islands * Finland * France * Gambia
Germany * Great Britain * Greece * Grenada * Guatemala
Honduras * Hong Kong * Iceland * India * Indonesia * Israel
Italy * Jamaica * Japan * Kenya * Lebanon * Liberia * Libya
Luxembourg * Madagascar * Malawi * Malaya * Malta
Mauritius * Mexico * The Netherlands * New Zealand
Nicaragua * Nigeria * Norway * Pakistan * Panama * Paraguay
Peru * Philippines * Poland (Exile) * Republic of Ireland
Rhodesia * El Salvador * St. Lucia * Sierra Leone * South
Africa * Republic of Korea * Spain (Illegal Underground
Movement) * Sweden * Switzerland * Trinidad * Tunisia
Turkey * Uganda * United States of America * Uruguay
Venezuela * Zambia

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Internationale Transportarbeiter-Zeitung

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