

# International

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**8-9**

# Transport Workers' Journal



**this issue:**

a fine tradition  
P. de Vries

discussion and decisions  
the Sections

freedom of navigation - a  
fundamental requirement

progress towards  
more leisure

Hans Jahn †  
President of the ITF,  
1956-58

parting word  
Omer Becu

the flight dispatcher - the  
man the public never sees



Monthly Publication of the International Transport Workers' Federation

# International Transport Workers' Journal

## 8-9

*Monthly Publication of the ITF*

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

Branch Offices: ASIAN OFFICE - 143 Orchard Road, Singapore 9

TOKYO OFFICE - Kokutetsu Rodo Kaikan, 1, 2 - chome,  
Marunouchi, Chiyoda-Ku, Tokyo

AFRICA - 145 Strachan Street, (P.O. Box 154),  
Ebute Metta, Nigeria

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*Forthcoming meetings:*

|              |   |
|--------------|---|
| Kuala Lumpur | 7-11 November 1960<br>Asian Transport Workers' Conference |
| London       | 23 November 1960<br>Regional Affairs Committee            |
| London       | 24-26 November 1960<br>Executive Committee                |

## Comment

### A job well done

DELEGATES TO CONGRESS, arriving in the hall to begin the day's business, referring to the documents laid ready on their tables in their own languages, reading the reports of Section Conferences and Plenary Sessions, may seldom think of the hard work and organization which has made possible the production of these documents and the facilities they can make use of. But for weeks before the opening of Congress this year, the Swiss affiliates, whose task it was to receive delegates from all over the world and make them feel at home, had been arranging for office equipment and furniture of all kinds, extra staff, etc. to be made available for the hectic behind-the-scenes administration which goes with all large international gatherings.

Not only did our Swiss friends rise magnificently to the occasion in the organization of the Congress itself, but they also arranged superb outings and entertainments making light of the almost insuperable task of transporting in uncrowded comfort a party of 400 odd delegates, advisers, interpreters, wives, children, friends and relatives to see the beauties which only Switzerland can display. For these visitors to their country our colleagues in Bern certainly demonstrated that the proverbial Swiss hospitality really does exist. That Bro. Hans Düby, President and General Secretary of the Swiss Railwaymen's Federation, should have been elected the new Vice-President of the ITF at the end of Congress is a fitting tribute to that hospitality and to our Swiss affiliates who made sure that we enjoyed it.

If Congress debates were sometimes stormy, and the weather was not always sunny, our Swiss friends never ceased to show that spirit of co-operation and international friendship upon which our Federation must be based. Nothing was too much trouble for them and we hope that this small but nevertheless very sincere tribute goes some way towards expressing our gratitude for their calm and even-tempered work, which often lasted far into the night, and without which Congress would very quickly have come to a full-stop.

# In a fine tradition

PIETER DE VRIES, *General Secretary*



**I**N A SHORT SPEECH following his election as General Secretary at the Berne Congress, Bro. de Vries expressed the hope that the differences of opinion which had arisen at the Congress would not be allowed to develop into outright antagonism between groups within the ITF and he appealed for the movement to go on as one united force so that the Federation could do its work properly in the interest of all those who put their confidence in it. In the following article, Bro. de Vries develops this theme in greater detail.

Controversy has always been part of the tradition of the ITF as of any organization in the community in which the right to free

speech is prized above all other human possessions. Differences over policies or the methods employed to implement them have

*The twenty-sixth Congress of the ITF in session. This was the third Congress of our Federation to be held in Switzerland, earlier Congresses being at Geneva in 1921 and at Zurich in 1946*

characterized ITF meetings ever since those far-off days when our pioneers first came together to realize what was still a dream of the future. Controversial figures, too, have consistently played a rôle in the affairs of the ITF — men like Tom Mann, Havelock

Wilson, Charles Lindley and Edo Fimmen, who believed in saying what they thought and not what others wanted to hear.

I remember very clearly how, at the last Congress which he attended, Charlie Lindley complained that it had been too quiet, that there hadn't been enough argument for his taste. There ought to be a little more spirit, he said, and a little more fighting as well.

That is a sentiment with which I wholeheartedly agree. Controversy is the lifeblood of democracy; without it the democratic plant becomes dwarfed and stunted and eventually withers. There is no place in a free society for reach-me-down opinions and policies tailored on uniform lines. Democracy, if it is to survive, must be constantly fed with new ideas and new thoughts - orthodox and unorthodox alike. Those ideas and thoughts must be fought for and they must also be challenged by those who do not accept them. The clash of opinion may have a harsh sound, but it is the sweetest of music to those who really care about freedom and the maintenance of freedom.

At the same time, however, I would like to remind you of something else which Charlie Lindley said in his last speech to Congress. He hoped that after his death we who were left would maintain the ITF as a strong and virile organization capable of standing up to all the stresses and strains imposed on it and of doing everything necessary for the welfare of the transport workers in every part of the globe.

That, too, I would subscribe to 100 per cent. And I should also like to emphasize that differences of opinion over administrative matters or personalities should not be allowed to obscure the fact that Berne was primarily a working Congress which faced up splendidly to the vital and urgent tasks now confronting our Federation. The effectiveness of the ITF is based, as it has always been, on unity of purpose. Antagonism between individual groups and nationalities has no place in an organization like ours.

We have always prided ourselves - and rightly so - on being a family. Now families often have their squabbles, their quarrels,

and even periods when one member falls out with another. But in any family that is a purely temporary affair. Loyalty to the family overrides any differences which may arise between its members. Above all, a family stands united when it is faced either with a threat to its stability from outside or with a job of work to do.

Our ITF family is in both those situations. On the one hand, the enemies of democracy stand ready and waiting to exaggerate and distort dissension, and to extract the last ounce of profit out of it for themselves. On the other hand, we have embarked on a period in which the activity of the ITF is becoming increasingly vital if free trade unionism is to prosper - particularly in those areas where until a very short time ago unionism was either unknown or hopelessly weak.

In short, we have a job to do. A big job, a challenging job, and a worthwhile job. We are lucky in that the Congress realized this, faced up to its implications, and provided us with the tools to get on with it. Financial questions may perhaps appear sordid to some trade unionists, but it would be a very foolish man who did not admit to himself - if not to others - that any organization - however idealistic, however potentially dynamic - must possess the means to enable it to do its work properly. And in this context, whether one likes it or not, 'the means' is synonymous with 'the money'.

Before the Congress, Bro. Becu made it clear that the ITF could not tackle its task effectively - particularly in the Regions - on a shoestring budget and the best measure of how clearly that simple but sometimes unpalatable fact had been understood by affiliated organizations was shown when Congress discussed the proposal for a relatively substantial increase in affiliation fees. 'Discussed' is perhaps the wrong word to use here, for in fact there was no discussion on the subject. There was no need for that. All the delegates knew just what was at stake and knew also what must be done to enable the ITF not just to carry on, but to expand, expand and go on expanding.

Now it is up to us to see that that

confidence was not misplaced. We who work in the Secretariat and in the Regions have a tremendous responsibility towards the world's transport workers, to those who are already members of the ITF and to those who one day will be. That, of course, is nothing new to any of us. Nor is the knowledge that, in assuming that responsibility, we have two very great advantages: the loyalty and team spirit of all who are engaged in ITF work and the unstinted support and encouragement of all our affiliates large and small, rich and poor alike. And I know instinctively that I am speaking for all my colleagues when I pledge that we shall do everything humanly possible (and sometimes even seemingly impossible) to justify the trust which Congress has placed in us.

A very great deal of work is now waiting to be done, not only in the Regions but, as you will see from reading the article on sectional activities elsewhere in this issue, also in the traditional industrial fields. There are old struggles to be continued and brought to a successful conclusion, new problems to be studied and solved, fresh organizational work to be tackled, and new methods to be put to the test of practical application. We in the Secretariat now have our eyes firmly fixed on the future and we will try to make it a better future for the ITF than ever before. With the help of all our affiliates, working like ourselves as a united team, we are convinced that we can succeed.

### Seamen's law revision in Japan?



THE JAPANESE DIET is due to consider a Bill revising certain provisions of the Seamen's Law during its current session. Revision sought in a Ministry of Transport Bill to be tabled include: extension of the purview of the Law to all vessels of 20 GRT instead of the present 30 GRT; an indemnity allowance equivalent to three months' wages to be paid to the estate of a seaman lost at sea; all vessels over 3,000 GRT to carry a medical officer; and seamen on the reserve list declared redundant to be paid notice pay of a month's salary.



1 High up in the gallery a team of interpreters is kept busy with simultaneous interpretation of all speeches. Much of the smooth running of the Congress depends on efficient interpreting by dependable teams of workers

2 Bro. Frank Cousins (British Transport and General Workers' Union) delivering his Presidential address at the twenty-sixth ITF Congress in Berne, Switzerland, before over three hundred delegates and guests

3 Bro. Robert Bratschi, a former President of the ITF, welcoming delegates to Congress on behalf of the Swiss Reception Committee. This committee made all the arrangements to ensure the smooth running of the Congress

4 Hermann Leuenberger, President of the Swiss Federation of Labour and of the Swiss Commercial and Transport Workers' Union, chats with Congress guests of honour Karl Weigl, Andreas Thaler and Thérèse Asser




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# Discussion and decisions in the Sections



 THE OUTSIDER WHO CONSIDERED ITF CONGRESSES PURELY IN TERMS OF PLENARY SESSIONS would undoubtedly get a rather one-sided view of them. ITF Congresses are actually carried on at three levels. Firstly, there is the full Congress attended by all delegates and advisers at which discussion centres mainly around broad issues of policy and administration. Then there are the smaller meetings – for example of the Resolutions and Credentials Committees – which are concerned with ensuring that certain aspects of Congress organization are dealt with smoothly and expeditiously. Some features of this type of work are also dealt with on occasion by the Executive Committee meeting during Congress, as was for example the case in Berne. In between the two come the Section meetings, which are in effect conferences within a conference held to deal in detail with problems affecting any one of the ITF's seven main groups of transport workers and to formulate proposals and resolutions on such specific problems for eventual submission to Congress for final approval.

The Sectional Conferences are, in fact, an illustration of practical ITF democracy at work. At them, representatives of the seafarers, railwaymen, dockers, civil aviation workers, etc. get together to discuss their grievances, wishes and experiences, to lay down policy guidance for the Sections during the next two years, and where necessary to draw the attention of Con-

gress – and thereby of the world – to particularly urgent problems they are facing and the methods by which they propose to deal with them. Conferences of this kind are not necessarily limited to one Section at a time. At Berne, for example, both the seafarers and dockers and the inland transport workers met in joint sessions to consider common issues and

*Industrial section conferences are a permanent feature of all ITF Congresses. Here R. Santley, Section Secretary, is reporting to the Dockers' Section conference. In the chair is Brother R. Dekeyzer, Belgian Transport Workers' Union and the newly-elected President of the ITF*

to adopt common resolutions on them. Some of the major topics dealt with at our Sectional Conferences in Berne are mentioned in thumb-nail sketch form below.

## Seafarers' Section

A question very much exercising the minds of seafarers was that of *freedom of navigation*, with particular reference to the restrictions which the United Arab Republic has imposed on certain vessels passing through the Suez Canal. The Section set up a special sub-committee to investigate the situation and a policy statement drawn up by this body was later remitted to Congress

by the Section and approved by it (for further details see separate item in this issue). The Section also dealt with the growing problem caused by the recruitment, at extremely substandard wages and conditions, of Chinese and other Asian seamen in the *Far East Trade*. It was agreed that the forthcoming ITF Asian Conference in Kuala Lumpur would provide an excellent opportunity of discussing this question in more detail and it was also proposed that an ad hoc committee should be set up to consider the matter further in the light of the Asian Conference's findings.

The Section also approved the text of a new ITF *International Seafarers' Charter* and recommended its publication on the widest possible scale. It discussed certain problems involving Japanese seafarers in connection with the *campaign against flags of convenience* and expressed deep appreciation of the powerful support received from dockers' affiliates in the prosecution of that campaign. Turning to the question of *rest periods for watch-keepers*, the Section urged that a six-hour period of rest should be given to watch-keepers before being

required to keep watch after a ship's departure from port. It also called for the convening of a second *ILO Asian Regional Maritime Conference* to give further and urgent consideration to matters affecting Asian seafarers, particularly social security in case of sickness and unemployment, provision for old age, and vocational training.

The Conference elected Capt. D. S. Tennant as *Section Chairman* and Bro. Paul Hall as *Vice-Chairman*.

#### Dockers' Section

*Mechanization of port work* was one of the biggest talking-points at this conference. A number of speakers emphasized that the object of dockers' unions was not to impede mechanization in any way, but to make absolutely sure that its spread did not adversely affect dockers' social conditions. Also urged was the need for affiliates to exchange information and experiences in this field and to spread knowledge of measures for ensuring a fair share of the resultant increase in productivity. The Secretariat was instructed to expedite its enquiries into various facets of the problem and to convene an early meeting of the sub-committee set up to deal with it in order to prepare the ground for a full Section discussion.

Bro. Hildebrand of Germany drew attention to problems arising from the ever-growing increase in the *handling of soot* in ports, with particular reference to the inadequate methods of packaging which are utilized. As a result of the ensuing discussion, the Section decided to adopt a resolution calling upon the Secretariat to conduct an international inquiry on the question and also to bring it to the attention of the ILO Inland Transport Committee for further action. A discussion also took place on the respective merits of the *piece and time work systems of payment* for dockers and it was agreed that this question should be pursued further by the Section sub-committee.

Bro. R. Dekeyzer was elected to act as *Chairman* of the Section for the forthcoming period of activities.



*J. S. Thore, who heads the Swedish Seamen's Union, is here seen at the microphone. The association of Swedish unions with the ITF goes right back to the founding of the Federation*

#### Civil Aviation Section

The *crew complement* question again occupied an important place in the Civil Aviation Section's discussions, particularly in connection with the now universal introduction of jet aircraft. A resolution adopted on this subject expressed grave apprehension at the replacement on such aircraft of specialist crew members by those performing multi-capacity duties and stressed that a full specialist operating crew with each member engaged exclusively on the functions of his own craft was essential to flight safety and economic operation.

A practical example of the grave dangers threatening the airline industry as a result of management attempts to cut down on the size of operating crews was given in an up-to-date report on the *situation in SAS*. On the company's DC-8s flight engineers are still carried but their duties are limited to half an hour on take-off and landing during an eight-hour flight. It was pointed out that even experienced jet pilots were now complaining publicly at the folly of this policy and the overburdening of the pilot crew which resulted from it.

The Conference also gave considerable attention to the growing tendency towards *employer concentration in the industry*, e.g. in the European Air Union or in the US airlines' 'mutual aid pact'. Bro. Becu stressed the need for aviation unions to combat this tendency by setting up permanent machinery, with a proper secretariat to undertake the administrative and trans-



*At the Railwayman's Section Conference, Brother Hans Imhof, Section Secretary, together with the Section Chairman, Brother Richard Fweund, President of the Austrian Railwaymen's Union*

lation work involved. Each organization should contribute towards the maintenance of such machinery.

The Section also discussed the policy to be followed by ITF unions at the forthcoming ILO *Tripartite Civil Aviation Conference*, which is likely to prove one of the vital meetings in the history of organized aviation labour. A special ITF sub-committee will meet immediately before the Conference to prepare the ground. It was emphasized that, although the Employers' Group had resisted the inclusion of the crew complement question as such on the agenda, it had nevertheless been possible to secure discussion of the effect of technical changes on the manning of aircraft.

It was agreed to confirm Bro. Lawrence White as *Section Secretary*, this being the first time that a full-time Secretary has been appointed for this vital and growing branch of the transport industry. Bro. F. Verpoorten was elected as *Section Chairman*, with Bros. Horst and Gambart de Lignieres as *Vice-Chairman* for the ground

staff and flying staff sub-sections respectively.

#### Fishermen's Section

The fishing limits question, new developments in the industry, and international regulation of the whaling industry were among the principal talking-points here. Before passing on to these, however, the Section approved a resolution which, although welcoming the action already achieved on behalf of fishermen within the ILO, called for the creation of a *permanent ILO tripartite special committee* on fishermen's questions. Among its tasks would be to prepare the ground for the realization of the aims set out in the ITF's International Fishermen's Programme, covering safety at sea, manning standards, crew accommodation, unemployment, accident and sickness insurance, and vocational training.

The failure of the Second UN Law of the Sea Conference to resolve the vexed question of *fishing limits* was deeply regretted and a protest was made against

the inadequate representation of fishermen's organizations in national delegations attending it. Governments were urged to continue their efforts to solve this problem, e.g. by concluding bilateral agreements.

New developments in the fishing industry such as the introduction of factory ships were considered as having potentially far-reaching effects on working conditions and the Secretariat was consequently instructed to collect and circulate information on the subject.

Deep concern was expressed at the collapse of negotiations on the *International Whaling Convention*, which could lead to the danger of over-fishing. Governments were urged to make every effort to re-establish the Convention at the earliest possible opportunity. Einar Haugen of Norway was elected as *Chairman* of the Section.

#### Inland Navigation Section

The main emphasis in this Section was again on new developments affecting the industry, especially in Europe where the introduction of push boats – although at present still in the experimental stage – is likely to expand rapidly, making necessary the negotiation of special conditions for the personnel concerned. Push boat vessels are likely to lead to much more intensive methods of operation, and wages, working conditions and manning scales all need to be re-appraised in the light of these. A small committee was set up to communicate the views of the Section on push-boat manning and certification to the Central Rhine Commission.

Reference was also made in the conference to the desirability of making use of the Inland Transport Committee of the ILO for the international discussion of inland waterways questions. It was further agreed that, in the interests of efficiency, questions of interest to certain countries should be dealt with by regional machinery, which would keep the Secretariat informed of developments, whilst matters of wide international concern should be treated by the Section itself.

H. Hildebrand of Germany was re-elected as *Chairman* of the Section.



Four members of the delegation from the 450,000-strong German Railwaymen's Union. From left to right, Brothers F. Eichinger (Vice-President of the Union), F. Schreiber, H. Frieser and H. Smuda





The Road Transport Workers' Section Conference. Section chairman H. W. Koppens of the Netherlands Inland Transport Workers' Federation (right) is flanked by H. Imhof

### Road Transport Workers' Section

Among the numerous items dealt with under the Report on Activities for the Section were: progress made in the implementation of the ITF Agreement on Legal Assistance to Drivers Abroad; the international organization of urban transport personnel (at present such personnel belong in part to the ITF and in part to the Public Services International); night and Sunday work in road transport, with particular reference to new Austrian legislation on the subject; the creation by the Executive Committee of an ITF Transport Advisory Committee dealing with economic and social transport problems, both European and extra-European; the successful work of the Committee of ITF Unions in the European Community and the urgent need for the inland transport Sections to adopt uniform policies on certain important questions, especially those relating to rate obligations; the need for really effective inspection and control of conditions in road transport, coupled with the use of tachographs; civil liability of drivers (the hope being expressed that the ILO would, as the result of ITF representations, draft proposals for an effective instrument to protect drivers against civil law claims); adequate implementation of the ECE General Agreement on Economic Regulations for International Road Transport; and, finally, the need for both the ITF and the IFTU to exert greater influence in the Economic Commissions for Africa, Latin America, and Asia and the Far East established by the United Nations.

On the question of one-man operation of urban passenger vehicles, the conference adopted a resolution sponsored by the Japanese affiliates stressing that safety of operation should never be jeopardized by the introduction of this method and that the intensification of output resulting from it should be properly compensated in the form of both shorter working hours and additional payments. (This resolution was also approved by the Railwaymen's Section)

Bro. H. W. Koppens was unanimously re-elected as Section Chairman.

### Railwaymen's Section

In the forefront of the discussion at this sectional conference was the growing commercialization of the railways, in combination with rigorous rationalization and technical modernization, all of which impose a tremendous task on the unions in safeguarding railwaymen's interests in a constantly changing industry. Strong emphasis was placed on the need for common effort in this field and for the forging of even closer links between the ITF and its railway affiliates.

Very careful consideration was given to the special difficulties which are now being faced by railwaymen's unions in East Africa, India and Indonesia, whilst discussion also ranged over the question of automatic coupling and the implications of the plan to drive a railway tunnel under the English Channel. Both matters were referred to the Section for further study and action.

Resolutions were adopted on the effects

of new government policies on the Greek Railways, on the strike of Indian railwaymen and public servants which took place shortly before Congress met and which was characterized by the application of coercive measures on the part of the Indian government, and on the manning of locomotives. Finally, the Section reaffirmed its support for the idea of broadening the geographical representation of the Section Committee and elected three additional members each from the Asian, African and Latin American regions. It also noted with pleasure that the Argentine Railwaymen's Union, one of the largest and oldest rail organizations in Latin America, was likely to affiliate with the ITF in the very near future.

Bro. R. Freund was unanimously re-elected as Chairman of the Section.

### Joint Seafarers' and Dockers' Conference

One of the main functions of this conference was to compose the ITF Fair Practices Committee, i.e. the body which is responsible for overseeing the campaign against flag-of-convenience shipping. The existing Committee was re-elected en bloc, with the addition of Bro. Gleason representing the United States longshoremen's organization.

Bro. Paul Hall of the US Seafarers'



Brother E. J. Hickey, one of the seven-man delegation from the US Railway Labor Executives' Association, addressing Congress. The RLEA represents well over a million US railwaymen

International Union raised the question of appointing a regular ITF representative for North America. Aim of this proposal was to bring about greater liaison between the ITF and its North American maritime affiliates, especially as regards the practical operation of the Pablibhon campaign. It was agreed that the Executive Committee should be recommended to give urgent and favourable consideration to this matter.

Paul Hall also drew attention to the growing deterioration in the free trade union movement of Latin America and urged the early holding of a meeting of affiliates in the area under ITF auspices. Otherwise, he said, there would be every possibility of the Communists moving in throughout the Latin American continent.

The Section also discussed the problem of the existence in the Dominican Republic of the totalitarian Trujillo regime and the threat to trade union and civil liberties arising from the continuance of that régime. It reaffirmed its complete support for the views which had been expressed by both the ITF Executive Committee and the ICFTU Executive Board in previous resolutions on the subject. (The texts of both resolutions are given elsewhere in this issue).


#### Inland Transport Sections Conference

One of the dominant themes at the joint conference of the rail, road transport and inland navigation workers' sections was *trade union policy on the question of pipelines*. Bro. Seibert, for example, thought that the ITF should work towards a system of pipeline concessions and to oppose oil company monopolies by declaring that pipelines were public carriers and should therefore be subject to an obligation to carry. It should also be insisted on that this new form of transport should be assimilated in the existing transport system. Bro. Smeding drew attention to the loss of traffic to inland waterways which was resulting from the construction of pipelines between ports in both Holland and Germany and inland centres. The situation, he said, would become even more serious by 1963 when the pipeline from the Mediterranean to Strasbourg and Karlsruhe was complet-

ed. He, too, stressed the importance of subjecting pipelines to concession obligations. *Appropriate national and international regulations* were also needed. Bro. Eastwood emphasized that further examination of this problem by the ITF and its affiliates was a prerequisite if the workers were to contribute towards its solution. Technical changes of this type, he said, ought to be welcomed, but only if they benefited the community as a whole and not only a few of its members.

The Section also adopted a resolution regretting that a uniform treatment of the question of the *weights and dimensions of road transport vehicles* had still not been achieved at European level and urging the speedy conclusion of a regional agreement on the subject in which social considerations would have absolute priority over technical and commercial aspects.

#### Railwaymen's Health

 STRESS DISEASES SOMETIMES OCCUR IN LOCOMOTIVE CREWS AND SIGNALMEN but, according to Dr. J. Sharp Grant, British Railways Regional Medical Officer (Eastern Region) there is as yet no evidence that particular occupations alone produce stress diseases, for example, coronary artery disease. He thinks that one reason why locomotive crews and signalmen do not show signs of excessive coronary artery disease or mental breakdown is that they have to go through a comparatively long training. Although it is said that stress and changing turns of duty associated with irregular meals are likely causes of gastritis or peptic ulceration, investigations do not seem to confirm this.

Young men new to the job may take risks, but (Dr. Sharp Grant says) firemen, once experienced in the arduous work of shifting tons of coal and of keeping their fire in order and steam pressure at the required level, suffer few muscle injuries of the back or elsewhere.

Promotion from fireman to driver involves a fairly abrupt change from moderately heavy physical effort to work involving relatively little physical exertion

but increasing mental activity. The transition sometimes raises medical problems. The newly promoted driver tends to consume food of the calorific value required for carrying out his previous heavy work, and it is common to find relatively young drivers considerably overweight for their age and height, with attendant risks of such a state.


The new diesels and electric trains create problems. Care has had to be taken to ensure that a driver's alertness is not lulled by unaccustomed comfort, and cab ventilation has had to be maintained at an optimum level.

The greater power, speeds and acceleration of these new trains on occasion have misled drivers about the speed at which they are travelling. In fog or darkness the sound of the track is greatly altered by the enclosing cab, which may mislead a driver as to his exact location.

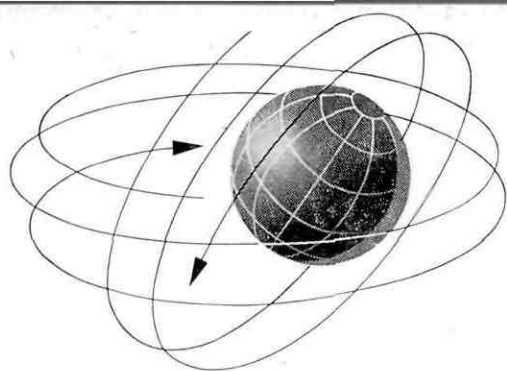
The new and often more delicate work needed of locomotive fitters as a result of the change-over in traction calls for special training and may involve him in a group of possible health risks. Diesel fuel oil has produced dermatitis among staff employed on filling fuel tanks. Better washing facilities have largely overcome this danger. Chromate salts are now used in some areas as anticorrosives in the radiators of diesel locomotives and as in other industries they constitute a potential skin hazard.

Dr. Sharp Grant was writing in a recent issue of *The Medical Press*.

#### Fishermen's co-operative in Malaya

 TO CUT THE MIDDLE-MAN and to raise the incomes of Malayan fishermen, a chain of three refrigeration plants with a daily capacity of 100 tons of ice and owned on a co-operative basis, is to be established on the East Coast, says an economic report on the Federation of Malaya, issued by the Board of Trade in London.

The plants, which are planned with the aid of the Canadian Government under the Colombo Plan, will be linked to local markets by two insulated 3-ton lorries and one refrigerated 5-ton lorry.



## A brake on industrial autocracy?

**TALKING POINT** AT A RECENT ANNUAL CONFERENCE OF A BRITISH TRADE UNION was the question as to whether an employer should have the unfettered right to sack his employees. Delegates came to the conclusion that the boss's absolute power to dismiss staff, described by one speaker as industrial autocracy, should be subject to some form of control through the operation of a government industrial court. The employer, it was contended, should satisfy the court that the dismissal was just. Reference was made to the protection afforded American workers in this connection, figures being quoted to show that, in 59 per cent of cases taken to arbitration, the managements decision was changed.

Asked for his views on this question, Bro. Frank Cousins, head of the British Transport & General Workers' Union, gave it as his opinion that a form of contract guaranteeing workers compensation according to their years of service should provide the answer to arbitrary lay-offs. In this way, he said, the boss would find it 'too expensive' to dismiss staff. Such a guarantee would have to be written into existing contracts in the same way as guaranteed paid holidays. He did not, however, think that a plan to refer individual cases to an industrial court would work, the difficulties of 'on-the-spot' tribunals all over the country with 'all the paraphernalia of the law' being too great.

## Fewer Italian railwaymen'

**ACCORDING TO THE ANNUAL REPORT OF THE ITALIAN STATE RAILWAYS** for 1958-59, there were 3% fewer railwaymen employed in the period under review than in the previous period. The reduction in staff was particularly noticeable in the case of unskilled workers whilst there was a slight increase in the more skilled and 'specialized' grades.

Financially, the year showed a loss of 1,000 million Lire - the lowest yet in the last five financial years. This figure should

also be viewed against the background of the lowest rates in Western Europe, only Austria and Spain having lower passenger fares and France freight rates.

## The psychology of the bad driver

**WRITING IN THE INTERNATIONALES ARCHIV FUER VERKEHRSWESEN**, Martin von Ammon, an official of the German Federal Railways, recently said that most accidents are due to faulty behaviour on the part of road users.

In this, drivers were much more to blame than pedestrians, he pointed out, and went on to say that safe driving makes strong moral demands on the individual and calls for some of the better human qualities such as a sense of responsibility, consideration for others, politeness, helpfulness and community spirit. In most traffic 'criminals' these qualities are completely lacking and are replaced by a large dose of unscrupulousness.

A second source of accident-proneness is to be found in the mental state - either temporary or chronic - of the road-user. This is exemplified, for instance, in the craze for speed which one finds particularly, but not exclusively, among very young drivers. The fillip given by the consequent feeling of tension and of playing with danger is a strong psychological factor in speeding.

Many people also try to compensate for a feeling of inferiority, either in their job, marriage or social life, and express this by trying to impress other drivers, by showing off and trying to get the last ounce of power out of their vehicle. Similarly, a rivalry complex may find expression at the wheel, above all in the urge to avoid being overtaken at all costs.

In addition to faults of character or mental instability, physical defects must also take a large share of the blame for unsafe driving.

Summing up, Von Ammon cited the very striking results of an investigation carried out in Germany, in which 1,000 people who had been the cause of accidents were subjected to thorough medical

examination. Half of them were found to be neurotics, psychopaths, or otherwise mentally unstable; 20 per cent had organic brain defects; 14 per cent had faults of character, whilst 10 per cent suffered from defects in hearing or vision or other physical handicaps. Only six per cent were classed as completely normal!

## ICFTU calls for isolation of Trujillo

**AT ITS LATEST MEETING IN BRUSSELS** the Executive Board of the International Confederation of Free Trade Unions noted with satisfaction that the Inter-American Peace Committee of the Organization of American States had condemned the Trujillo regime in the Dominican Republic as a cruel dictatorship. The Executive Board called upon all OAS member-governments to draw the logical conclusion from this condemnation by breaking off diplomatic relations with Dominica, as some member-organizations have already done. It also appealed to the OAS to exclude the Dominican delegates from its deliberations, to consider imposing effective economic sanctions, and invited affiliated unions in the OAS member-countries to urge their governments to carry out these measures without delay.

## A good job they can't read

**IT'S A GOOD THING THAT FISH CAN'T READ.** Otherwise their blood might run cold at the 'shape of things to come' in fishing techniques foreshadowed as likely between now and 1975. It seems that when that time comes, no fish will be safe. They are even going to follow him in submarines under the polar ice. All this, and lots more, is promised in *Fishing Boats of the World*, based on papers read and discussions held at the second World Fishing Boat Congress held under the auspices of the FAO in Rome in April last year.

The full list of techniques whereby fishermen are going to make the sea more and more unsafe for careless fish (or even care-



ful ones) makes pretty awesome reading. It appears that technical developments which have been successfully applied on a laboratory or pilot scale include: fish attraction by light, electricity or vibration (the full treatment at no extra charge in fact); fish collection by pumps; televising gear behaviour and the fish entering the gear; fishing under ice by submarine; artificial upswellings by nuclear heating; and extending storage time by using chilled seawater, antibiotics and radiation.

Reading this list, one cannot help feeling that the dice are loaded against the fish. Not that our sympathies are not with the fisherman. His is a hard life and fish have a habit of hanging around most awkward places – all tucked in nice and dry while the fisherman is battling his way towards them through rain and gale, ice and snow, only to find they have gone when he gets there.

The year 1975, apparently, is going to see an end to that. The fisherman is going down after them. And if they think they can thumb their noses at him when he gets there, they are in for an electric shock. This will stun them, to be picked up at leisure; or it will make them wriggle in discomfort into his awaiting net. For the thick-skinned variety, who maybe would not feel an electric shock however shocking, the fisherman is going to nuclear-heat his habitat deep down below the surface. Up swells the heated sea water – and the fish with it. Even non-aspiring fish – those hitherto content to jog along quite happily in the primeval murk won't escape. They too will be pumped aboard.


Is all this science really necessary? The answer, quite simply, is that we all need fish. The world population is growing – and is eating more. The extra food can and must come from the sea. Present methods of catching fish need to be supplemented or replaced by techniques which will ensure larger catches. (After all, if we don't eat the fish they only stay in the water and eat one another – which is very wasteful).

By using more scientific methods we could catch twice as many fish as we do at present – sixty million tons a year instead of thirty million. However, the biggest gap

is between the present-day fisherman using techniques normal in industrialized countries and his counterpart in the economically less developed areas of the world. The former catches about 100 tons a year while the latter's catch is about half a ton.

Clearly, changes in fishing methods will also bring changes in the vessels themselves, and the book makes mention, *inter alia*, of two-hulled craft (or catamarans), stern trawlers, and the changes in design which are likely to follow construction of holds 'arranged to accommodate containers in which fish could be loaded directly for immediate transport to individual retailers, thus avoiding unnecessary handling and exposure to air in fishing harbours'. This and lots more is contained in the over 800-page book enlivened by 800 illustrations and 190 tables. (Fishing News (Books), Ludgate House, 110 Fleet Street, London, E.C. 4, price £7 7s.).

### Inflatable liferafts compulsory on New Zealand ships


 IN A STATEMENT ON NEW SHIPPING AND LIFESAVING RULES, Mr. Fox, the New Zealand Minister of Marine and a former General Secretary of the ITC-affiliated Federated Cooks' & Stewards' Union, said that the Marine Department, shipowners and maritime unions have now agreed in principle to the compulsory provision of inflatable liferafts in all New Zealand home trade vessels.

Mr. Fox said that in the case of home trade passenger ships provision was made for the carriage of inflatable rubber liferafts on new vessels and the gradual replacement of conventional buoyant apparatus in existing ships. 'Provision has been included for the alternative carriage of inflatable liferafts or lifeboats in home trade ships of less than 100 ft. in length. The new rules for small passenger launches have been substantially revised to give a general over-all raising of the standards required in small craft', he said. 'The life-jacket provision has also been modified to ensure that all jackets are proof against loss of buoyancy due to contamination by oil'.

An SIU representative goes aboard a lake freighter in the St. Clair River from the union's new water-borne taxi. The 'taxi' is a 26-foot speedboat owned by the SIU and used to provide service for crews on board cargo vessels. It is equipped with a loudspeaker system for hailing



### To boat by boat

 REPRESENTATIVES OF THE GREAT LAKES DISTRICT OF THE SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA are using their own 26 ft. speedboat to contact the crews of Great Lakes freighters sailing up and down the St. Clair River. Unwilling to wait six hours for the end of a freighter trip between Detroit and Port Huron (Michigan) they use the launch to board the vessels as they move along the river connecting the upper and lower lakes. The time thus saved enables union representatives to visit more crews and masters. The union is now able to service twice the number of ships it serviced before.

Shipping companies with SIU contracts have agreed to a regular shipboard grievance procedure. Grievances that cannot be worked out between SIU representatives and the freighter captain are submitted to shore procedure, then to arbitration if that step is needed.

The SIU launch can call ships by radio telephone, and ask the captains' permission to board. The union boat has engine powerful enough to pace the fastest freighters on the lakes. Its sturdy construction can withstand the roughest river weather without strain.


Chief benefit of the new service is that the SIU can go to its members when it is most convenient for them. Otherwise port agents would have to wait for ships to dock and crews to give up part of their shore leave, to meet. Most freighters are in port only from four to eight hours.

The SIU launch is equipped with a public address system. That enables union men to talk to unorganized crews and to conduct 'sales' campaigns with the aid of recordings.



# Omer Becu - the man and his work

by PIETER DE VRIES, *General Secretary*

 EVEN WHEN ONE HAS KNOWN A MAN LIKE OMER BECU for as long as I have – and our friendship covers a period of something like thirty years – it is still difficult to sum up the essential ingredients of his character, and incidentally of his success, as a trade union leader in a few words. If I were asked to do so, however, I think that I would stress two basic points which, at first sight, might almost seem to be mutually exclusive. For Omer Becu is that rare combination, a convinced and outspoken fighter for trade union rights who, at the same time, is also a skilled diplomat who is just as much at home in the world of ideas as he is in the world of action.

It is perhaps no coincidence, that the man who was undoubtedly the biggest influence in his life – Edo Fimmen – should many years ago have prophesied a brilliant career in the international movement for the young Omer Becu. The two former leaders of the ITF have in fact a great deal in common: a passionate belief in the rightness of their cause, a strong fellow-feeling for the rank-and-file workers whom they represent, a willingness to take risks and to make sacrifices for what they believed was right, an outspokenness which took little

account of whether it would be well received or not, a belief in action as the mainstay of international trade unionism, and, above all, a deep and abiding love of human beings – particularly of those who are persecuted and downtrodden in the defence of their principles.

Like Fimmen, Omer Becu has never been content with the role of an armchair trade unionist. One might almost say that when, as is sometimes inevitable in our work, that rôle was thrust upon him – if only for a short period – he chafed under what was



*A get-together with colleagues from one of the ITF's Indonesian affiliates during Omer Becu's extensive trip through the Asian Region in 1959*

to him an irksome and unaccustomed restriction. He has always been a strong believer in personal contacts, not simply with union officials but with the membership of affiliated organizations, and has tried to put that belief into practice on every possible occasion. He has often said how much he would like to go back to grass-root organizing, particularly among the peoples of the developing countries of Africa, Asia and Latin America, and I have no doubt that he would excel at this kind of work, for the difficulties involved in it present just the kind of challenge which brings out the very best in him. Indeed, we have had practical examples of what he is capable of in his work within the ITF, especially on his missions to Africa and Asia when his ideas, his sympathetic understanding, his quick grasp of problems, and above all his dynamic personality have exerted a tremendous influence on local trade unionists which in the case of most other men would have seemed out of all proportion to the comparatively short amount of time spent in a given country or area. He has, in truth, been able to carry out the job of trade union organizer and propagandist much more effectively and in a much wider and more important field than would otherwise have been possible.

'Propagandist' is perhaps too crude a word to use of Omer Becu, for he is an excellent and moving speaker who can



*Together with friends from both East and West – in this case East Africa and the West Indies – at a civil reception given by the Amsterdam City Council during the Federation's 1958 Congress*

*Meeting representatives of the United States Press during a visit to Washington last year in connection with the ITF's campaign against flags of convenience. With Becu are Bro. L. White (appointed as one of the ITF's new Assistant General Secretaries) and Bro. Art Lyon (RLEA)*



express himself equally well and equally tellingly in several languages. In fact, I think it is safe to say that since he first moved into the international field, he has probably had considerably more experience of speaking in languages other than his native Flemish. His gifts as a speaker are just as evident in small gatherings or committee work as they are in a larger setting and that is saying a great deal, for he is a remarkable mass-orator who is capable of swaying audiences in almost any part of the world even when, as sometimes happens, that has to be done through an interpreter. But he is also a good and sympathetic listener, who is equally at home in any company, whether it be a group of Lagos dock workers or a covey of government officials.

Omer Becu is in addition a first-class raconteur with an almost boyish sense of humour and a huge stock of exciting and absorbing true-life stories. I mention that fact because he himself has played a part in most of those stories. In his trade union career he has been beaten up, victimized, threatened and imprisoned, but has survived them all and can now look back and laugh about it. He fought bitter struggles in the Belgian merchant marine and on the docks at Antwerp, rendered great service to the democratic government of Spain, rallied seafarers to the democratic wartime cause in the teeth of both Nazi and Communist opposition, organized trade unionists behind the lines in war-time Italy, talked, convinced, cajoled and begged – all in the cause of international labour.

His belief in the universal brotherhood of man has remained unchanged and unshaken throughout the many years he has worked in our movement. It was exemplified long ago by his attitude towards a Belgian ships' officer who, following a reorganization brought about by Becu, complained about being in the same union as the Congolese crew members. 'If that's your attitude', answered Becu, 'then I don't want you in the union'. Today, that type of attitude still provokes Becu to red-hot anger, for he himself is willing to work

with anyone who believes in trade unionism – irrespective of race, creed or colour – and cannot understand those who are so pigmy-minded that they fail to realize that all workers belong in the same family and must sink or swim together. That, too, explains his hatred of the Communist splitters, because apart from the vileness of their creed as such, he sees them as an alien and wantonly destructive force in a movement which is rooted in unity.

Under his leadership during the past ten years, the ITF has undergone an immense and invigorating revamping. Industrial section activity has been stepped up, old sections have taken on fresh and more forceful tasks, new groups have been developed and strengthened so that they can now take their place on equal terms among the veterans. Tremendous expansion has occurred in the field of regional activities – a field which, although much spoken of, was still virtually untouched

when Becu first came to the ITF. Spectacular actions which have won world-wide publicity and recognition for the Federation have been successfully carried through. The ITF itself has grown in scope, membership, geographical spread and above all in influence.

Becu is a man who has never stinted himself in the service of the trade union movement – his whole time was always at the disposal of the ITF and all his thoughts and efforts were concentrated on its work and on its future. Few people have his single-minded devotion to duty, his pride in and his ambition for the organization which he serves. No hours were too long, no journey too complicated or too exhausting if they were necessary to the well-being and further development of the ITF. His personal gifts – which in certain fields are very great – were placed unreservedly at the service of the Federation. His tremendous knowledge of international



*Bro. Becu discusses a point with Pieter de Vries at a sectional conference held during the ITF's Vienna Congress. Both men are former ship's officers and have been closely associated for a number of years within the Seafarers' Section*




*A pleasant moment during the Stockholm Congress held in 1952. Omer Becu welcomes an old comrade, the late Charlie Lindley, whom he once described as 'our young friend of ninety-one'. This Congress started the 'runaway flag' campaign*

trade unionism, its policies, its people and its problems have stood the ITF in good stead, and he has constantly added to the breadth and range of that knowledge – translating all that he learned into practical usefulness for the International.

Then too there are his great gifts as a person – his charm, his foresight and decisiveness, his ability to get the best out of his colleagues, and his powers of persuasion. In particular, his ability to mix – without pretence or condescension – with all sorts and conditions of men have brought the ITF many, many advantages. It would perhaps be easy to overlook this side of Omer Becu as a leader but that would be a very wrong assessment of the qualifications which are needed in an International Secretary. The relatively infrequent contact between the ITF and its affiliates sets an especially high premium on personal contact, personal discussion and personal friendship. Without it, an International all too easily becomes an impersonal machine which is known to be there but is never *felt* by the individual trade unionist and consequently makes little or no impact on him.

Many have expressed their regret that Omer Becu has now left our ITF to take up the onerous post of ICFTU General Secretary and that regret certainly has much justification. In doing so, however, he has accepted a new challenge and a new responsibility on behalf of the movement which means so much to him. His talents are now at the service of the wider international movement of which we all form part, and in serving that movement he will also be serving the ITF. We wish him all success in his new and arduous rôle.

### Apartheid is bad business'

 SOUTH AFRICA'S MOST POWERFUL INDUSTRIALIST, SIR HARRY OPPENHEIMER, chairman of the Anglo-American Corporation, had some hard things to say about the South African Government's racial policy in a statement made public in London and Johannesburg at the beginning of June. Singling out the pass laws as the

root cause of the present crisis, he declared that white South Africa must rid itself of the entirely unrealistic assumption that Africans in towns are only there temporarily and will one day return to the tribal areas.

As far as the present government of South Africa is concerned, however, his words appear to have fallen on deaf ears. This basic article of faith in the creed of the South African nationalists was re-affirmed by the Union Prime Minister as soon as he came out of hospital following the attempt on his life made after the Sharpeville shootings, when a number of unarmed Africans were shot during demonstrations against the pass laws. With the African population thus stunned into temporary quiet by this display of strength, the battle would now appear to have shifted; it is now between the politicians and their racial theories and the business men with their concern for their country's economy.

In a sense this is an unreal battle. The apartheid policy is based on fear. That these fears in the final analysis are unrealistic is irrelevant: they are very real – and dear – to those who hold theories about racial superiority. Appeals to self interest of the kind made by the South African industrialists are therefore not likely to fall on fruitful ground: the amount of self interest available, as it were, has already become engaged.

Sir Harry Oppenheimer – and there can be little doubt that he was voicing a substantial body of opinion among South African business men – nevertheless thinks it worth trying. Referring to difficulties in attracting capital and skilled personnel to South Africa since the Sharpeville crisis he says: 'in no fewer than four instances large-scale projects which we have had under active consideration have had to be put into cold storage for the time being because our overseas associates are not willing to proceed until the political situation in the Union is clearer.' Nor does he allow himself to be distracted by the red herring of 'agitators and intimidators', the argument glibly advanced by Dr. Verwoerd's stand-in at the British Commonwealth talks in

London recently. 'There can be no doubt', he says, 'that there is deep discontent among the African population in the urban areas. That is why the agitators have been so successful. Law and order have been restored, but only at the expense of far-reaching interference with the liberties of the population, black and white alike. Unless we can create conditions in which agitators are ineffective, not because of draconian legislation but because people don't want to listen to them, the future of South Africa will be a gloomy one.'

Sir Harry's remedy for the country's present ills is very revolutionary: in essence it almost amounts to accepting the African as a citizen (with fairly full civic rights) in his own country. He would, for example, allow Africans to buy their own homes in urban areas. This, in his opinion, would make for 'stability and respect for the law'. He would also allow them to buy beer – and possibly other alcoholic drinks – under conditions similar to those enjoyed by the white man. Above all, he would revise the pass laws which make the African an alien in his own land. Under the proposed revision, there would be no room for the pretence that the African living in a town is there only by the grace of his white master – on a (working) visit, as it were, subject to good behaviour and 'rustication' if he steps out of line.

By means of these changes in present law and practice, the South African industrialist hopes that the African will achieve 'that sense of permanence and security which is one of the prime needs of all human beings'. Most enlightened people would, of course, agree. The weakness of his case, unfortunately, is that the South African nationalist does not quite accept the African as a 'human being'. Arguments in favour of treating him as such therefore tend to fall harmlessly to the ground off the solid wall of the nationalist's conceit. This is a pity because the African in spite of his treatment persists in regarding himself as a human being to whom all the 'prime needs of human beings' apply. It is difficult to see how the South African nationalist hopes to escape the logic of that situation.



## Regional affairs




*The delegate of the Tanganyika Railway African Union, Bro. S. J. Katangutu, was one of the delegates from Africa where the problems of an emergent trade union movement are of particular significance to Africa's well-wishers*

task in the less-advanced regions, Bro. Pieter de Vries stressed that there could be no rigid general programme to be followed in our regional activities, since conditions varied widely from region to region and needed individual attention. For the ITF to meet these varied demands would mean a considerable increase in manpower. What was needed were trained leaders, qualified trade unionists with a good knowledge of the necessary languages, who would be able to stay in the regions a long time, get to know local conditions thoroughly and act with flexibility and imagination. He appealed to affiliates to help in the search for such men and to put forward nominees for candidates.

He went on to suggest that co-operation between the ITS's and the ICFTU would find its most practical form in the establishment of joint offices in the regions to be used as centres for 'roving ambassadors' from the different bodies. This would enable far more personal assistance to be given at first hand instead of the present totally unsatisfactory business of time-wasting letters back and forth and would eliminate the present extravagant system of separate offices. Without on-the-spot representation it was impossible to get a complete picture of the situation in any one area.

Bro. R. C. Coutts, Bro. de Vries's predecessor as Director of Regional Affairs proposed that in order to get qualified men for work in the regions the ITF should establish a trainee scheme whereby young men would spend a certain amount of time first in the ITF Secretariat and then helping an established regional representative in order to equip them to take on an area themselves. He said that his organization was willing to sponsor a candidate immediately, and suggested a target of six full-time representatives to be appointed before the next Congress – two in Africa, one in

 THE SUBJECT OF REGIONAL AFFAIRS can undoubtedly be said to have dominated Congress, both in Plenary Session and in Sectional Conferences. During the two years since the last Congress, the situation in Africa, Asia and Latin America has developed rapidly – many more countries, as a result of continued pressure, have gained independence of their old colonial rulers or will soon do so, and workers in these less-developed areas have become increasingly aware that only through organization and solidarity can they hope to obtain their share of the wealth which their countries are capable of producing. With this growing realization the international trade union movement has recognized, perhaps somewhat belatedly, the importance of the part it can play in fostering trade union development and activity in these areas. The international movement's task is primarily in the social and economic fields – that of securing for the workers better conditions and more equitable distribution of wealth, in the conviction that this will combat the advance of totalitarianism of all colours and allow the people to live in their own way under a form of government which they have freely chosen.

The ITF's role in this is perhaps more crucial than that of other ITS's, since the transport industry in the less-advanced areas is of vital importance and the trans-

port workers hold the key to future prosperity. Without communications industrialization can get nowhere.

Introducing the discussion on the ITF's

*(Continued on page 184)*



1 A group of representatives from Africa and Asia chatting with W. Meier, Swiss Railwaymen's Union (second from left). They are (from left to right) R. A. Santoso (Indonesia), P. O. Pathak (Kenya), S. J. Katangutu (Tanganyika) and M. S. Hoda (of the All-India Railwaymen's Federation)

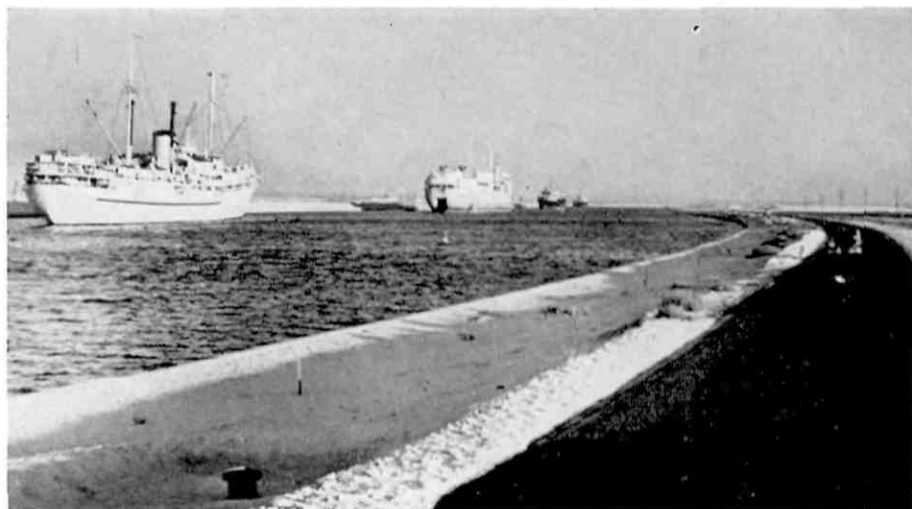
2 A group of delegates from a number of Asian countries assemble for a get-together before Congress business begins. The ITF is planning to hold an Asian Transport Workers' Conference in the second week of November

3 A fraternal delegate from the Mali Federation of Labour, Diadie Coulibaly, in an address to Congress brought greetings and best wishes from one of the most recently founded of African labour federations

4 The 'Spanish-speaking' table at the Congress. Left to right: F. Taboada Alegre (Peru), H. Alonso (Argentine), H. Vizcaino (Spanish Federation of Labour in exile), A. A. Di Santo (Argentine), V. Conde (Colombia) and E. Jaquin (Colombia) (Sindicato Nacional de Trabajadores 'Avianca')




# Freedom of navigation - a fundamental requirement



*Shipping passing through the Suez Canal. However, not all vessels are accorded this fundamental freedom and it was discrimination of this type by the UAR government which led the ITF Congress to adopt a resolution protesting against the practice and calling for eventual further action*

subject, whose members consisted of Bros. E. Berthelsen (Denmark), Z. Barash (Israel), P. Hall, Chairman (United States), T. Nishimaki (Japan), A. Osman (United Arab Republic), Lord Winster (United Kingdom) and C. W. van Driel (Netherlands).

The sub-committee discussed at length the action of the United Arab Republic government. Bro. Osman of the UAR stated that in his opinion the question of freedom of navigation through the Suez Canal could not be divorced from the wider political issues and that it was not therefore a fit subject for ITF discussion. The other members of the sub-committee, in the belief that their task as representatives of professional seafarers was not to deal with political issues, but to protest against and to prevent

 IN PRESENTING TO CONGRESS FOR APPROVAL THE REPORT OF THE SEAFARERS' SECTION CONFERENCE, Bro. Paul Hall of the US Seafarers' International Union drew particular attention to a subject which has recently been the cause of much controversy in the maritime world: freedom of navigation, with especial reference to the restrictions placed by the United Arab Republic on certain vessels passing through the Suez Canal.

The UAR government is at present operating a large blacklist of vessels from all over the world which have dealings with the State of Israel. This led to a retaliatory boycott of UAR ships by United States seafarers and

port workers and various attempts have been made to compel the UAR to allow all ships to pass freely through the Suez Canal. The Seafarers' Section Conference set up a special sub-committee to deal with this

*(Continued from page 182)*

South Asia, one in the Far East and two in Latin America.

Other speakers, including several delegates from the less-advanced areas, stressed the need for trade union education to provide leaders and organizers where trade unionism was still in its infancy, and urged the ITF to hold more regional conferences. Replying to the discussion, Bro. de Vries promised that every effort would be made to help all those in need. He said that an Asian Transport Workers' Conference was being planned and hoped that a Latin American Conference would follow it. He ended by appealing for co-operation in the way of information and enthusiasm from affiliates.

A resolution calling for expansion of the ITF's regional activities and more regional

representation was approved. Congress also adopted two other resolutions, one condemning the suppression of trade union rights and democratic liberties in the Dominican Republic, Paraguay and Cuba, and the other calling for the implementation of freedom of association and protection of the right to organize by the Japanese government. It also expressed its support of the Argentine workers' struggle against draft legislation restricting trade union freedom.

The will of Congress showed very clearly that the ITF is determined to continue and expand its work in the less-advanced areas - the strong helping the weak, the experienced doing what they can to smooth the path for those just beginning the struggle which the older trade unions have largely won.



*J. Curran headed the seven-man delegation of the US National Maritime Union which organizes seamen on the East Coast of America. He is a co-opted member of the Executive Committee*

A group of British seafarers' unions' representatives. D. S. Tennant of the Merchant Navy and Airline Officers' Association is immediately flanked by Bros. J. H. Slater and J. G. K. Gregory




actions which threatened their livelihood, approved a resolution condemning the action of the UAR government, urging it to honour its international undertakings and calling upon affiliates to make representations to the UAR government on this matter and to urge their respective governments to do the same. The resolution also suggested that affiliates should keep the ITF Secretariat informed on developments and that the Secretariat in turn should keep the other affiliates informed. A further paragraph recommending joint action by affiliates on a broad and joint basis, where necessary and possible, was amended, when the full Section adopted the resolution, to authorize the Executive Committee, in the event of affiliated unions reporting failure of individual representations, to take steps to achieve the objective by means of joint action by affiliates on the broadest possible basis.

The UAR delegate, Bro. Osman, had dissented from the report of the sub-committee, and reserved the right to adopt a different position. When the report of the Section Conference came before Congress, he said that the restrictions were necessary for the security of his country and were not aimed at seafarers or dockers or any other workers. He objected to the blacklisting of ships from his country and felt that the

resolution which had been adopted by the Section would make Arab workers feel they were being discriminated against. Bros. Khalil of Aden and Hellal of Tunisia were convinced that restrictions against Israeli vessels were justified because the UAR and Israel were still at war with each other, but Bro. Berthelsen of Denmark thought that this war was a matter for the United Nations and Bro. Barash of Israel pointed out that it was not merely a question of Israeli ships being blacklisted – there were 427 ships on the list, including 77 from the United Kingdom. The interests of seafarers, Arabs and Israelis alike, were the same.

Congress adopted the Report with the resolution as amended by the full Section Conference, thus pledging the ITF and its affiliates to organize joint action if the UAR failed to honour its obligations.

### Too many taxis in London?

 LONDON IS THE ONLY TOWN IN GREAT BRITAIN which does not limit the number of taxis plying for hire in its streets or of those driving them. At the present time there are 5,980 taxis and 9,608 licensed drivers and fears have been expressed that, although all would appear to be making a reasonable living at the

business, there is in fact a danger that the present 'free for all' policy might lead to an undermining of conditions. As a consequence, the ITF-affiliated Transport and General Workers' Union, in company with three trade associations, has asked all members of the British Parliament to support their application to the Home Secretary to have the trade stabilized. They would like to see a control on the entry of new drivers and the number of taxis allowed to operate fixed at about the present figure.

This is not the first time the question of a 'ceiling' to the trade has been considered. There was a government inquiry in 1952. On that occasion the government commission reported that it would not be in the public interest to introduce limitations 'for the benefit of owners and drivers'. The point stressed by the union and the trade associations, however, is that the present number of taxis is sufficient to cover the demand, and that any increase in numbers would merely mean that each taxi – or driver – would get less of the work available with a consequent drop in earnings. It is further contended that there is not much likelihood of any substantial increase in the number of customers or demand.

Of the total number of London taxi-drivers, about 2,500 (i.e. a quarter of all drivers) are owner-drivers. Normally they own just the one taxi they drive. Some, however, own more than one – up to half a dozen in some cases – and continue to drive themselves. They are few however. The majority are journeymen, i.e. they theoretically hire their taxis each day from one of the major taxi-cab companies owning fleets of 100 to 300. These drivers hand in their day's takings and get back 7s. 10d. for every £1 on the meter. They also retain their tips. Clearly, on this basis, earnings must vary. It has been estimated, however, that average earnings for an 8-hour day and five-day week are in the region of £12. Owner drivers tend to work longer hours. By doing so they would probably earn something like £20 a week after allowing for payment of hire-purchase instalments on their £1,200 cab and maintenance charges.



# Progress towards more leisure



THE ITF'S RECORD IN THE STRUGGLE FOR THE 40-HOUR WEEK goes back to before the Second World War, and Congresses and Section Conferences since the war have regularly recorded demands for reductions in the working week.

National unions and trade union centres in the more highly industrialized areas have given the reduction of the working week growing prominence in their programmes in relation to wages and working conditions generally. Under a special agenda item devoted to the subject a report, introduced by Bro. Seibert of the German Railwaymen's Union, was presented to Congress which outlined the progress made over the last few years by affiliated unions in the pursuit of shorter working hours. Referring particularly to the railway industry, Bro. Seibert reported that in the United States, Canada, Australia and New Zealand the 40-hour week had been generally introduced. He gave a short review of developments on the railways in some Western European countries: *Austria* - 45 hour week; *Belgium* - 45-hour week; *Denmark* 45-hour week; *France* - statutory 40-hour week, but 48 hours worked in practice, 8 hours of which paid at time and a quarter; *Federal Germany* - 45-hour week; *Great Britain* - 44-hour week; *Italy* - 46-hour week; *Luxembourg* - 45-hour week; *Norway* - 45-hour week; *Sweden* - 45-hour week; *Switzerland* - 46-hour week.

Bro. Seibert then went on to outline the arguments supporting the unions' demands for a shorter working week. Technical advances were increasing the intensity of work and the greater strain thus imposed on the workers had, for reasons of health and efficiency, to be offset by reduced working hours and increased paid leave. This consideration applied particularly in the transport industry where strain through overwork meant reduction of traffic safety and could cost lives. Present day techniques also tended to isolate the individual in his work, which had adverse effects on society, for it was necessary, in the modern world as in the past, that the will to create a community and make efforts on its behalf should not be lost.

More leisure time would therefore serve to prevent social isolation.

There were, in addition, wider economic considerations: the constant increase in the supply of goods demanded a higher level of consumption if the economy was to continue to function and to ensure this more leisure, as well as higher wages, was essential.

Bro. Seibert stressed, however, that the 40-hour week, although it remained the main objective for the present, was not the ultimate limit to which reductions in working hours could be pressed. Technical progress resulting in increased productivity would open the door to further reductions and it was in this direction that trade union activity would doubtless turn more and more in the future.

In the discussion which followed the report Bro. Katangutu of Tanganyika pointed out that African railwaymen were working a 72-hour week and said he was amazed to hear that elsewhere people worked 45 hours or less. Bro. Yamada of Japan proposed a resolution, which was later adopted by Congress, advocating the conclusion of an effective international instrument aimed at realizing the general introduction of the 40-hour week. Bro. de Castro of Brazil said that in his country railway workers were demanding a 6-hour day and a 6-day week, since the high temperature made work particularly exhausting. This provision would mean that employees would work better and more safely. Bro. Kirwan of the Irish Transport and General Workers' Union stated that owing to the working of the spread-over system Irish railwaymen were working what was in effect a 12-hour day. His union had recently given evidence before the Joint Industrial Council and hoped that this situation would soon be rectified. Summing up, Bro. Seibert appealed to affiliates to keep the ITF Secretariat fully informed of developments on working hours so that it could keep a detailed record, and suggested that a questionnaire should be prepared in order to facilitate this.



The Congress discussion of the subject of reduction of working hours was introduced with an excellent report by Brother P. Seibert, who is President of the German Railwaymen's Union.

## Airways in the Sudan



IN JULY THIS YEAR SUDAN AIRWAYS COMPLETED THIRTEEN YEARS OF SUCCESSFUL SERVICE IN THE SUDAN AND THE MIDDLE EAST. Sudan Airways are owned by the State and operate a network of domestic routes linking principal towns with Khartoum. In a country of one million square miles these internal air services are most important to social and economic development. The journey from Khartoum to Juba, which in the past took approximately two weeks by steamer and train, can now be made in four and a half hours.

Sudan Airways now have four Doves, seven Dakotas and one Vickers Viscount 831 which runs the Blue Nile Viscount Service from Khartoum to London via Cairo, Athens and Rome. Sudan Airways is now a full voting member of the International Air Transport Association. A carefully planned scheme is in operation at present to train Sudanese pilots, navigators, radio officers and engineers. Eight Sudanese have already obtained their commercial licenses in the United Kingdom and are now acting as First Officers in the Doves and Dakotas.



# Hans Jahn

## President of the ITF, 1956-1958

THE NEWS OF THE DEATH OF HANS JAHN on 10th July 1960 shortly before his 75th birthday came as a great shock to the German and international trade union movement. In particular the ITF will sadly miss its former President who for so long had been a familiar figure at its councils in a fruitful association going back to the year 1941 with his election to the ITF war-time Emergency General Council.

President of the German Railwaymen's Union from 1948 to 1959, Hans Jahn had been a ceaseless fighter in the cause of social justice from his earliest days when in 1903 at the age of 18 he became a trade unionist and member of the German Social Democrat Party. In April 1914 he began his long association with the German railways, working at first as a fireman and later, from October 1917, as a driver.

From 1918 onwards he became increasingly active in the German railwaymen's trade union movement, his election to the office of Secretary of the Works Council Department of the German Railwaymen's Association in 1920 marking the opening of a career in the service of German railwaymen which reached a fitting culmination in 1948 with his election to the office of President of the German Railwaymen's Union (GdED) which he had done so much to reconstruct from the ruins left by years of Nazi repression and betrayal.

Before that day, however, Hans Jahn was to endure many tribulations as a result of his steadfast adherence to the cause to which he had dedicated himself. With the growth of Nazism, free trade unionism in Germany found itself engaged in a bitter ideological struggle with the forces of emergent nationalistic chauvinism. It was a losing battle, but for two years after the time German trade unions had ceased to exist - abolished by Nazi legislation in May 1933 - Hans Jahn continued the struggle clandestinely. Arrested three times during this period, he was finally forced to flee the country, taking refuge first in the Netherlands and then, having been expelled from that country, in Belgium and Luxembourg. When these countries were invaded in 1940, he fled through France, Spain and Portugal to England.

These were years of trials and sorrow for Hans Jahn, but he was to emerge victorious, with the aid of the ITF, first throwing him-

self into the task of fighting the evils of Nazism and preparing for the day when, with its totalitarian yoke broken, a new Germany could be rebuilt from the ruins left by the ravages of war and years of suppression of its democratic institutions and elements.

From ITF headquarters in London, Hans Jahn worked steadfastly towards that end as a member of the 1941 Emergency General Council of the ITF and of the European Transport Committee set up by the ITF in October 1943. The end of 1943 and beginning of 1944 saw him in newly-liberated Italy engaged in re-organizing the Italian Trade Union movement.

Came the day when, with Germany liberated from the Nazi yoke, Hans Jahn was able to return to the country of his birth, there to be united with his wife, arrested with their young child in 1940. He immediately flung himself into the task of reviving and reconstituting the German Railway Workers' Union, with what success may be gauged from the fact that the union which he headed from 1948 to 1959, when failing health obliged him to relinquish his post, has grown into one of the most powerful unions in present-day Germany with a membership round the 450,000 mark.

During these years his progressively closer association with the ITF, as member of the General Council and Executive Committee and later as President, enabled all those who came into contact with him to appreciate those fighting qualities which, allied with deep understanding and sincerity, had brought him into such prominence in the labour and political field in his own country and earned him such respect in both his own country and in the field of international labour. A fitting tribute to his work was paid to Hans Jahn by the German Minister of Transport, Dr. Seeborn, in 1954 when bestowing upon him in recognition of his service the German Federal

Republic Grand Order of Merit with Star. At that date, Hans Jahn had but recently been elected first Vice-President of the Administrative Council of the German Federal Railways and for some five years had been serving the cause of social justice as a member of the Social Democratic Party in the Federal Parliament.

Hans Jahn lived a life which, although clouded by tribulations and exile, was enriched by a sense of inner purpose. He cherished and continued to serve the ideals of liberty and human dignity where others wavered and fell. In the end he emerged victorious, to continue the pursuit of those same ideals from which he had derived strength and inspiration during his dark days.

In paying our last tribute to his memory we could render him no better homage than pledge ourselves anew to the causes which he held so dear.


His work in Germany and in the international field to ensure a greater measure of social justice to those whose cause he has espoused and for whom he had laboured and suffered have earned for him an honoured place in the annals of trade unionism.



One of the last photographs taken of the late Hans Jahn was at the ITF's Amsterdam Congress shortly before his retirement as President

# A parting word

by OMER BECU

 NOW THAT I AM NO LONGER IN THE DIRECT SERVICE OF THE ITF I feel impelled to express my deep regret at having to leave an organization which I have had the honour and privilege to serve in the high and responsible office of General Secretary for ten years. For twenty of the thirty years during which I have been associated with the ITF I never dreamt that I would be called to direct its affairs and even when I was asked early in 1950 to stand as successor to Japie Oldenbroek I hesitated to do so, feeling profoundly that the task would be too heavy and the responsibility too great for me to bear.

My hesitation stemmed directly from the intimate knowledge of the scope and intensity of the ITF's activities which I had gathered since 1929 when I first took part in the ITF's work. When in 1932 I became General Secretary of the International Mercantile Marine Officers' Association my links with the ITF became much closer and I realized soon the vital rôle which it had to play in defence of the transport worker. I therefore advocated from the very beginning the merging of the officers' international with the ITF in the conviction that the interests of all seafarers, officers and ratings, could best be safeguarded by

joint action under one banner. My efforts bore fruit in 1946 with the affiliation of officers' unions to the ITF and the dissolution of the officers' international insofar as its trade union functions were concerned.

By 1950, then, I could fairly claim to have some knowledge of what the ITF did and what it meant, not only because of my activities in the seafarers' section but because I had then been a member of the Executive Committee for some years and indeed President of the international. That being so, I knew too the difficulties which a General Secretary of the ITF had to face and the qualities needed to meet them.

Furthermore, I had been associated for many years with the man who, by common consent, was the greatest leader the movement has ever had, Edo Fimmen. This titan, whose name had become synonymous with the ITF's, who had indeed in the dark period of Fascism and Nazism spoken not only for the ITF but for all the world's workers, I had come to know and love. He had set standards of courage and conviction which none of those who followed could hope to match, and it was my fear that my efforts, so puny in comparison, could not sustain the great organization which he had done so much to build.

Happily, with the enthusiastic co-operation of its affiliates, the ITF has gone from strength to strength in recent years and I can start my new duties in the comforting knowledge that what was once an almost exclusively European body now has members and supporters throughout the free world. I have no wish to take credit for that. It is sufficient for me to hope that I have helped in some small way to guide the unbounded goodwill, energies and sense of solidarity of the ITF's member unions into fruitful channels.

It has been hard work, of course, but exciting, even exhilarating, and infinitely rewarding. I have never attended an ITF meeting - of the Executive Committee, General Council, the Sections or Congress itself - which has failed to make any progress, such as has been the spirit of co-operation and, if necessary, the readiness to compromise. The interests of the ITF have always been the prime consideration. National or sectional disputes have never been allowed to harm those interests and it is to this that I ascribe the ITF's success. And that is why it is all the harder to leave its service.

My great consolation is that the spirit of solidarity which has fired the ITF over the 65 years of its existence will inspire fresh triumphs in the crucial years to come.

*Omer Becu making his farewell speech as ITF General Secretary. He is now General Secretary of the ICFTU, in which office he succeeded J. H. Oldenbroek, who is now in retirement.*



# The ITF's new President and new Vice-President



*Roger Dekeyzer, newly elected President of the ITF in succession to Frank Cousins, is from the Belgian Transport Workers' Union of which he has been a chief executive officer since 1946*

an active member of both the trade union and Socialist movements in Belgium for some ten years before that and had served as District Secretary and Executive Committee member of an organization of teachers – his original profession.

His life nowadays is an extremely busy one, divided as it is between his trade union activity in both the Belgian Transport Workers' Union and the Trade Union Federation, his duties as a city councillor in Antwerp, and his work as a Senator in the Belgian Parliament. In between all that, he manages to find time to represent his country at the United Nations, at international conferences, to undertake numerous trade union missions overseas, and to play a very full and active part in the work of the ITF's maritime Sections and its Executive Committee. And you only have to see him in action once to know that he enjoys every minute of it, however hard it may be.

OUR NEW PRESIDENT, ROGER DEKEYZER OF BELGIUM, is very definitely no stranger to international trade union work. In fact, if you run through the list of countries which he has visited on missions for the ITF, the ICFTU, the Belgian Trade Union Federation, and the Belgian Government you will find that there are very few in either Asia, Africa or Latin America which are missing. You will also discover, if you speak to Bro. Dekeyzer, that he is almost as familiar with the trade union scene, the politics and the personalities of, say, Argentina and the Congo as he is with those of his own country.

His vast knowledge of international trade union affairs – which has been put to such good use within both the ITF and the ICFTU – is the product of a lifetime of active service in both the political and industrial wings of the labour movement, a lively and inquisitive mind, and a fluent use of several languages which enables him to talk easily and lucidly with both officials and the man in the street wherever he goes.

He has been a full-time officer of his own union, the Belgian Transport Workers' Union, since 1935, becoming its General Secretary in 1946 and President in 1949, when the post of General Secretary was formally abolished. He had, however, been

HANS DÜBY, who was elected our new Vice-President at the Berne Congress, has been well known in the ITF for several years, having sat on the Executive Committee since 1956 and on the Railwaymen's Section Committee since 1950. And he has earned our gratitude this year especially for the part his union, the Swiss Railwaymen's Federation, played in ensuring the smooth running of the Congress.

He was born in Basel in 1906, and, after early indications of musical talent, went to work on the railways as an apprentice in the traffic department, joined the established staff and was later transferred to the administrative department. During his twelve years with the Swiss Federal Railways he worked energetically in his union and became a full-time official in 1937. In 1941 he became union secretary and edited the Federation's German-language paper *Der Eisenbahner* from 1943 to 1953.

During this time he was active in the Swiss Federation of Public Service Workers – an organization which links unions of public service employees, including Federal Railways staff – and joined its executive in 1946, becoming Vice-President in 1952 and President at the beginning of 1954. At this time he was elected General Secretary of his own union, and since the beginning of this year he has combined the duties of President of the Swiss railwaymen with those of General Secretary. He has been active in politics as a Social Democrat since his youth and in 1955 was elected to the Swiss Parliament.

Hans Düby is a man of great administrative and organizational ability. But these qualities alone would not have earned him the trust and respect of the many he represents in various capacities, in the political as well as in the trade union field. Düby is a man who stands fast by his friends and by his principles and we are proud that he has seen fit to give his services also to the ITF.




*Hans Düby, elected to the office of Vice-President at the Berne Congress is a long-standing member of the ITF Executive Committee. His union, the Swiss Railwaymen's Federation, is amongst the staunchest of ITF affiliates*



# Our new Assistant General Secretaries




 **HANS IMHOF** has been in charge of the work of the Railwaymen's and Road Transport Workers' Sections of the ITF since 1956 when he was appointed Section Secretary in succession to Bro. Tofahrn. A fascination with railways and

an awareness of the international character of the transport industry impressed themselves on him at a very early age, as he watched the great international expresses roaring past the little Swiss town where he was born on their way between the far-off cities of Paris, Vienna and Istantoul. At home, moreover, the whole running of the household was governed by the demands the railways put on the two breadwinners of the family. For both parents were 'railwaymen'. They were also staunch trade unionists and, between them, his father and mother can boast of more than a century's membership of the Swiss Railwaymen's Union. It was thus only natural that Hans and his brothers should follow in their footsteps. Beginning at the age of 18, his career in the commercial and traffic departments of the Swiss Federal Railways took him for longer periods to two of the far-off cities, Paris and Berlin.

At the same time, Bro. Imhof widened his knowledge of social and economic

affairs by attending courses at people's high schools and by studying for the Swiss Commercial Diploma which he gained with distinction. His unashamed profession of socialist principles and his desire to improve the working conditions and standards of living of transport workers are founded on a considerable knowledge as well as on practical experience. His proven abilities and his record as an active trade unionist led in 1944 to his appointment as Secretary of the Swiss Public Service Workers' Union in Basle where he was principally concerned with the problems of the urban transport workers'. At this time he was also on the management of the Basle Municipal Transport Undertaking as representative of the employees. For six years, between 1947 and 1953, he was President of the Basle Regional Union for Federal and Public Service Workers, as well as a member of the Council of the Swiss Federation of Labour. He also found time to serve on the Zürich city council and in the Basle



 **LAWRENCE WHITE.** For the past seven years Bro. Lawrence White has been looking after the interests of seafarers employed on flags-of-convenience vessels and directing the new active policy towards

runaway shipowners adopted by the ITF at its Stockholm Congress in 1952. To carry out this complex and difficult task Bro. White was seconded by his own union, the British Merchant Navy and Airline Officers' Association, where he had held the post of National Organizer.

It is difficult for an outsider to comprehend the variety and complexity of the issues with which Bro. White is faced every day in his work at the ITF. The policy itself is, of course, quite clearcut and everyone today is familiar with the extraordinary success of the great world-wide boycott of Panlibhonco shipping carried out by the ITF at the end of 1958. The practical consequences and implications of the policy, and of the evil it is intended to stamp out, are by no means so easy to deal with. In the first place there is a seemingly endless correspondence to be carried on with shipowners, whose attitude varies from prevarication and unhelpfulness to downright hostility and virulence, with the affiliated seafarers' and dockers' unions on whose active support and co-operation

the success of the ITF policy depends, and last but not least, with individual seafarers, the sad victims of the more unscrupulous runaway-flag operators.

When he came to the ITF Bro. White was well-equipped to deal with this task. He is a seafarer himself, and in the ten years he was at sea as a radio operator he served on every kind of vessel - coasters, tramp cargo liners, tankers and passenger vessels. In the twenties he was an active member of the Association of Wireless Telegraphists, which was later to become the Radio Officers' Union. From 1930 onwards he was actively associated with the Navigators' and General Insurance Company, which was the forerunner of the Navigators' and Engineer Officers' Union, and when the latter was formed in 1936 Bro. White was appointed Assistant District Secretary for the Bristol Channel area. At that time the emphasis was on bringing officer personnel into the trade union movement and the success of these efforts can be seen in the present strength of the organization which is now known as the Merchant Navy and

Parliament where he took a special interest in transport problems and their social effects. As a member of the Basle Rhine Navigation Commission he was able to gain an insight into the social and economic conditions of the inland waterway workers to add to his knowledge of railwaymen and urban transport workers. A particular interest at this time was the provision of cheap and adequate housing for state employees, and in 1947 he founded, together with other trade union officials, a building co-operative which has in the past twelve years built hundreds of comfortable flats for Federal employees.

Since his appointment as Secretary of the Railwaymen's and Road Transport Workers' Sections of the ITF, Bro. Imhof has been the Federation's representative at a large number of international government conferences dealing with transport questions. In November 1956 he took part in the work of the ILO Commission of Experts on the question of civil liability of professional

drivers, and in 1959 he was called to represent the workers in the work of an ECE Committee of Experts on the question of transport co-ordination. He also directed the work of the ITF Committee of Experts on this question which led to the publication of the ITF study on Transport Policy Problems at a National and International Level. The questions dealt with in this study are, of course, of increasing importance now that the six countries of the European Common Market are committed to working out a common transport policy; the issues raised by this development present the sections whose work is directed by Bro. Imhof, with some of their most urgent problems today.

One of the matters in this connexion which Bro. Imhof sees as most urgently requiring firm action from the transport workers' trade unions is putting a halt to the growing commercialization of the world's railway systems which puts profits before considerations of safety, before the

interests of those engaged in the industry and before the wider economic interests of the nation as a whole. One of the aspects of this trend is the introduction of one-man locomotive operation and in 1957 Bro. Imhof was called upon to put forward the trade union point when the Canadian Government held an official inquiry into the matter. This was not his first trip to North America: in 1953 he had spent three months in the United States studying the American trade union movement as well as developments in the operation of railways and urban transport.

An outstanding linguist, Bro. Imhof is almost as much at home in French and English as in his native German. In addition, he has a very good knowledge of Italian and Dutch and, since his appointment at the ITF, he has learnt the other important ITF languages, Spanish and Swedish.

Bro. Imhof, who is 46, is married with two sons and a daughter.

Airline Officers' Association.

A task more like the one he has had to perform at the ITF faced Bro. White in 1941 when he became District Secretary in the Bristol Channel area. At that time there was a heavy concentration of allied shipping in the Channel and in order to preserve the international solidarity of seafarers which the ITF had managed to build up in the years before the war, the British seafarers' unions undertook to help the allied seafarers to maintain the identity and structure of their respective unions until the time when they could return home and establish their headquarters in their native countries. In addition to looking after the interests of the increased number of British seafarers in the area, Bro. White had to look after the problems of seafarers belonging to something like twenty European organizations.


After his appointment as National Organizer of the Merchant Navy and Airline Officers' Association in 1944, Bro. White was steadily drawn into the range of international seafarers' problems in his

work as a negotiator. His new position also brought him into closer contact with the ITF, and in 1951 he represented the ITF on one of the first, if not *the* first, ICFTU missions after the formation of that organization. The purpose of this mission which took him to all the countries of West Africa as far as the Congo was to inquire into the social and economic conditions and the prospects for the growth of trade unionism in the area. The highlight of the mission was a conference of African trade unionists held at Duala in the French Cameroons.

In addition to his work in connexion with flags-of-convenience shipping, Bro. White has been acting as Secretary of the Civil Aviation Section since the end of last year and at this year's Congress he was appointed full-time Civil Aviation Secretary.

He brings to his additional tasks and responsibilities a wide range of experience which cannot but redound to the advantage of the Federation in the many and varied problems it is called upon to handle.

## Where rail and road meet

 MOST OF SWITZERLAND is criss-crossed by a very dense network of railway lines and highways. There are 7,025 crossings between rail and road within the compass of the Swiss Federal Railways alone. Of these, 4,115 are actual level crossings. The figure was as high as 5,900 at the time when the Swiss Federal Railways were established through the amalgamation of private lines, bought up by the State. With an expenditure of roughly 300 million francs, the Swiss Federal Railways have helped to do away with 1,800 level crossings during the last fifty years. They are always prepared to co-operate in this useful work of abolishing traffic obstructions. As a rule the Swiss Federal Railways contribute a sum corresponding to the capitalized saving in the cost of operation and maintenance, brought about by the change-over from a level crossing to a bridge or subway crossing. The Canton, or Commune, which owns the highway has to meet the remainder of the expenditure.

# Our new Executive Committee members



**Z**E'EV BARASH left the United States at the age of 20 to emigrate to Israel (or Palestine, as it then was). After working in a kibbutz on the road to Jerusalem, he moved to the Dead Sea area and only three years after his arrival in Israel was already launched on a trade union career, organizing both Jewish and Arab workers. In addition to his trade union work, he was later to play an active part both in the Allied war effort and in the independence struggle which followed the war. As an Executive Committee member of Histadrut, he is in charge of all transport workers' unions which form part of the Federation. He has led the Israeli Seamen's Union since the failure of the big Communist-inspired strike of 1952 practically ended their influence in the organization. Bro. Ze'ev Barash has been a member or deputy member of the ITF General Council ever since he attended his first Congress in 1954.

**F**RANK HALL, now a sprightly 67, reversed the Barash story by leaving the Old World (England) for the New World (Canada), also at the age of 20. He started work on the Canadian Pacific Railway in Montreal four years later, in 1917, becoming Secretary of his Brotherhood of Railway Clerks local in the following year. By 1920, he was General Chairman of the



Brotherhood and five years later was elected Vice Grand President for Canada. He has also served as Chairman of the General Conference for all non-operating railway unions in Canada since 1947 and as Chairman of the Negotiating Committee covering the same group of organizations. Frank Hall is also a Vice-President of the Canadian Labour Congress, as well as Chairman of the Congress's Human Rights Committee.

**M**'HAMED ALI HELLAL started work on the Tunisian railways in 1944, and immediately joined the railwaymen's union in Tunis, which at that time formed a regional section of the French GGT. Early the following year the railwaymen broke with the French national centre and joined the Tunisian TUC. In 1947, Bro. Hellal became an assistant secretary of the Tunisian national railwaymen's union and two years later was elected General Secretary, in the same year taking a place on the General Council of the Tunisian Railwaymen's Federation. His trade union activities were interrupted between 1951 and 1955 by a course of studies on economic, industrial and social subjects in Paris. On his return to his own country he at once resumed his work for the railwaymen, becoming General Secretary of the Tunis



union and first Assistant General Secretary of the national Railwaymen's Federation. Between 1958 and 1959 he was Treasurer of the Railwaymen's Federation and also of the Federation of Transport and Power Workers and this year became again Assistant General Secretary of the former organization.

**M**ANTHOS PETROULIS went to sea as a deck boy in 1916. When, two years later, he was promoted to the rank of purser, he joined the Purser's Union, in which he was elected Chairman in 1931. This position automatically gave him a seat on the Executive of the Panhellenic Seamen's Federation, and he was elected Secretary General of this body in the following year, when he also became a member of the executive of the General Confederation of Greek Labour, of which he is now Deputy General Secretary. Under the dictatorship of General Metaxas, he was deposed from the positions he held in the PSF and the Purser's Union because of his opposition to the régime, and during the Nazi occupation of Greece, together with other trade unionsists, was active in the underground movement's struggle for national liberation. After the war Bro. Petroulis successfully resisted the attempt by certain Communist elements among the





greek seafarers to lay his country open to communist aggression. Since 1956 Bro. Petoulis has been a member of the ITF Fair Practices Committee and has taken an active part in the ITF campaign against flags-of-convenience shipping.

**H**ERMINIO M. E. ALONSO went to work on the Argentinian State Railways as an apprentice in March 1942, later becoming a locomotive driver. He joined La Fraternidad, the Argentine locomotive personnel's union, in 1944, and held a number of local and sectional offices. In July 1950 he became a member of the Central Claims Committee, the highest body dealing with the general problems which arise between the sections and the management. He gave up this task when in May 1951 – the Government intervened in the running of La Fraternidad. He was also a delegate to regional conferences of the union.

Bro. Alonso obtained a seat on the Executive Committee of La Fraternidad for the first time in 1957, at the same time becoming Vice-President. He held this office for two years and has been President of the union since 1959. He was appointed General Secretary of a joint trade union committee formed in August 1959 to press for the implementation of a law providing



retirement pensions, for whose introduction La Fraternidad had been largely responsible.

The work of this group and the efforts of La Fraternidad have now ensured the full application of the law.

#### Book received

**B**ROTHER? – During the autumn of 1958, Adolf Kummernuss, President of the German Transport and Public Service Workers' Union (oetv) and President of the Public Services International, spent two months in various regions of Africa as a member of a PSI study group touring Africa with a view to obtaining on the spot information on the conditions under which Africans live and work today. He has gathered together the impressions and experiences of the party in the form of a book, entitled *Bruder?* obtainable from Verlagsanstalt Courier, Rote Strasse 2, Stuttgart-N, Germany, at the price of DM 4.10. It describes in some detail the problems, tensions and difficulties encountered by Africans in the trade union and social fields in the various regions of Africa. It also gives a clear picture of the attitude of resident non-African officials to international trade union representatives visiting the territories still under tutelage.

#### Eurocontrol takes shape

**A** EUROPEAN AGENCY – EUROCONTROL – charged with ensuring close co-ordination of air traffic control, thus reducing the risk of mid-air collision, is likely to take shape by the end of the year. Civil aviation Ministers of seven European countries – Belgium, France, Italy, Luxembourg, the Netherlands, the Federal Republic of Germany and Great Britain – following a meeting in Rome in June issued a communique announcing that all the requisite steps had been taken to ensure that the texts of agreements setting up a European aircraft movements control body – Eurocontrol – would be ready for signature by the individual states by the end of the year.

The international convention setting up the new agency envisages the establishment of two bodies: Eurocontrol – a financially independent international body responsible for air movement control; and a permanent committee charged with supervision of all matters pertaining to safety in the air within the framework of ICAO policies. This committee will be responsible for uniformity of regulations governing aircraft movements and telecommunications as well as the co-ordination of national investment policies with regard to these sectors in such manner as to ensure the authority of the agency.

#### Quiet! Men at work!

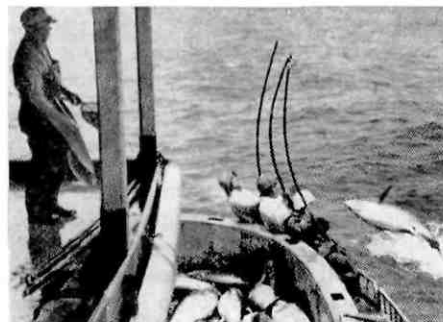
**T**HE DIVISIONAL ACCOUNTS OFFICER OF THE EASTERN RAILWAYS (INDIA) has enjoined 'complete' silence on his staff at Howrah station between the hours of eleven and noon and again between three and four in the afternoon. The object, apparently, is not a sort of rest cure, but is intended to expedite work. The order requires employees to remain seated at their tables and carry on with their work without any consultation with colleagues – including superiors – and not to utter a single word during the prohibited hours. Accountants have been instructed to ensure that the order is carried out in their respective sections. All this seems especially harsh – especially in the event of a fire.



Representatives of the Ghanaian government and an American company signing the agreement whereby the US firm undertakes to buy local catches of tuna at an agreed price in order to encourage the industry in Ghana




The Californian vessel 'Columbia' which is carrying out a survey of tuna fish within a thousand-mile range of Tema. A scheme of tuna fishing is envisaged under which in time the industry will become all-Ghanaian



Tuna fishing in Australian waters. The man on the upper deck is throwing live herring into the sea to attract the tuna, one of which is here seen being hauled aboard. An American firm is to train Ghanaian fishermen in tuna fishing

## A new industry for Ghana?

 THE GOVERNMENT OF GHANA has signed an agreement with a US company to carry out a survey of tuna fish within a 1,000-mile range of Tema. The survey will also investigate the establishment of a tuna freezing and canning industry at Tema and will cost £48,000. Half will be paid by the Ghana Government and half by the American company.

Tuna fishing is different from ordinary deep-sea fishing familiar to Ghanaian fishermen. A large quantity of herring is caught and kept alive in tanks of water. The vessel then cruises until tuna are seen. Small quantities of the live herring are thrown into the sea and some of the crew who will catch the tuna stand by on platforms. Each carries a pole eight feet in length; a short line with a hook fixed to the end is tied to one end of the pole; and a piece of cloth or feather, roughly the size of a fair-sized herring, is tied to the hook.

As the live herring are thrown into the sea and the tuna struggle to catch them these lines are lowered into the water and moved about. Many of the tuna mistake the pieces of cloth for herring and they are hooked and heaved directly aboard. Sometimes, two or three men tie their lines together in order to haul larger tuna on board. Often as much as 40 tons of tuna can be caught within three hours.

The tuna caught is frozen on board in tanks of brine and stored until a good quantity is obtained. All of the fish caught during the survey is being sold locally.


The Ghanaian Chief Fisheries Officer has stated that the US company will be prepared to buy any amount of tuna caught from local boats at an agreed price in order to supply the market and encourage the industry in Ghana. The American firm will benefit from the enterprise by buying tuna in Ghana and exporting them to America.

It is expected that as the public taste for locally-canned tuna grows, the annual output of the industry would be increased and the rate of exports to America cut down. The ultimate aim is for Ghana to

reduce imports of canned fish.

The American firm is to train Ghanaians in tuna fishing and the handling of the fishing boats. Interested persons would be given an opportunity to purchase the boats so that the industry could gradually become all-Ghanaian.


## Passenger transport problems in Japan

 PASSENGER TRANSPORT PROBLEMS IN JAPAN were given an airing recently in an article and editorial in the *Japan Times* commenting specifically on the policy adopted by the Japanese National Railways in removing rails from some fifty branch lines which were losing money and substituting bus services. Attention was drawn to the apparent contradiction contained in a proposal made by the Railway Construction Study Council to construct 36 new lines. Clearly Japan, in comparison with other industrialized countries with a population of high density, is having transport troubles – not least among them being presumably how to solve the problem of economically unprofitable branch railway lines whilst at the same time ensuring some form of adequate passenger transport. The nature of this problem may be gauged from the fact that, according to the *Japan Times*, of the 225 lines in operation in the country, 210 are said to be losing money.

The article goes on to present the passenger transport problem as essentially one which can be expressed in terms of rubber tyres versus rail – buses and coaches as opposed to trains and streetcars (trams). In this connection, however, (says the article) Japan is still a country on rails, and ripping them up and replacing them by road vehicles is encouraging a transition from rail to road which, in any case, is being pushed too fast in non-urban areas. In the cities, however, the reverse is true. Here rails are already outdated but replacement by bus and coach is moving too slowly. Tokyo in particular suffers from the lack of manoeuvrability of the train which is accentuated in the congested streets of a large town. Up to now, however, little has been done to take them off

the road and put buses in their place. Recently the police department took a hand by recommending removal of 22 tram lines. These were mostly over underground railways – regarded as an obvious place to begin. For the moment, Japan is not in a position to follow the trend in other countries of abandoning rails in interurban transport. The article argues, however, that it can and must do so in urban passenger transport.


### Management and labour blamed for Malayan rail disputes

 RAPID CHANGES IN THE ADMINISTRATION, ignorance of labour-management relations procedures by some officials, together with the multiplicity of unions and inter-union rivalries were factors in the high incidence of disputes on the Malayan railways, stated the Commissioner of Industrial Relations when giving evidence before the Commission of Inquiry investigating the causes of industrial unrest.

The Commissioner said that at one time there had been no less than sixteen unions operating in the railway industry. The number had now been reduced to six but in his opinion the process could be carried still further. He also advocated the setting-up of arbitration tribunals and a special department of industrial relations.

At the time of writing, five of six unions mentioned by the Commissioner were studying the draft of a constitution aimed at creating a single unified organization for all railways.

### More Burmese dockers covered by decasualization schemes


 TWO NEW PIECES OF LEGISLATION recently approved by the Burmese cabinet will bring the benefits of decasualization to a further group of dock workers – foreshore labour – employed both at Rangoon and other ports. The two instruments are the Rangoon Port Labour Control Regulations, 1960 and the Labour Employment Control Regulations, 1960. They cover the ports of Rangoon, Moulmein, Bassein and Akyab.

Registration under the scheme is open to all who, prior to 31 May 1958, worked for one whole year in loading or unloading operations. It is, however, also open to those who do not meet the above requirement but have worked in any capacity in the port industry during a three-year period prior to the same date.

Additionally, the two sets of regulations provide for the establishment of Labour Control Committees under the chairmanship of the Director of Labour. Labour representation is through nomination of two persons each by the three national centres: the Trade Union Congress (Burma), the United Labour Organization and the Burma Trade Union Congress. There is also provision for the setting-up of a Labour Welfare Committee to supervise both welfare facilities and wage and working conditions.

Some 6,000 workers will be affected by the new regulations. Decasualization schemes already exist for two other groups of port workers – wharf-side and stevedoring labour.

### Hong Kong fishermen must go farther afield

 IT SEEMS THAT HONG KONG FISHERMEN will have to go farther afield if fishing in the area is to stay on an economic basis. Main reason for the need to move farther away is the overfishing which has been practised in inshore waters. These waters, according to Dr. F. D. Ommanney, Director of the fisheries research unit of the University of Hong Kong, are becoming exhausted as the result of 'ruthless exploitation'. In recent years, thousands of sampans and junks have used a wide variety of methods in fishing these inshore waters – including dynamiting and poisoning, now declared illegal – with the result that vast numbers of fry have been destroyed. This has had disastrous effects on the fish population.


The problem was complicated further in 1958 by the Chinese closing the Pearl River delta to outsiders on the grounds that it fell within their twelve-mile limit for territorial waters. This was a traditional

ground for Hong Kong based boats. Now Communist gunboats are patrolling up to twelve miles offshore and taking any China-registered craft which they catch back to the mainland.

The Hong Kong government, however, hopes that it has found a solution to the problem in the shape of an offshore research vessel, the *Cape St. Mary*, specially built for work off West Africa in 1950, which recently carried out a trial cruise before setting out on her first major exploration trip into the South China Sea. It is known that a vast sloping mudbank 100 miles wide extends from the Gulf of Tonkin along the China coast to beyond the Formosa Strait. It is composed of the silt of centuries washed down by the big rivers of mainland China and supports a large fish colony – just waiting to be caught by long lines or trawls at a depth of 30 fathoms.

Before this area can be exploited commercially, however, it must be thoroughly surveyed. This will be the task of the *Cape St. Mary*, and it is expected to take several years. Fisheries officials estimate that it will take a year to cover the whole of the continental shelf from the Gulf of Tonkin to Formosa. The entire survey will then have to be repeated at a different season in order to get a picture of the main trawling grounds.

### Benefits to Railway Staff

 LIBERAL GRANTS TO LOW-PAID RAILWAY EMPLOYEES to meet their educational and medical needs was the highlight of the utilization of the staff benefit funds on the North Western Railway, East Bengal Railway and Chittagong Port Railway during the fiscal year 1958-59. According to a report prepared by the Railway Board on the administration of the funds, over Rs. 1.2 million were spent out of the funds in the shape of educational assistance, school grants, scholarship schemes, medical facilities and sports activities.

The railways also spend every year huge sums on building houses, schools, and hospitals which are financed from the railways' general revenues.



# Resolutions adopted by the 26th Congress of the ITF



Some members of the US Railway Labor Executives' Association. In the centre is Bro. R. C. Courts, former ITF Director of Regional Affairs. The RLEA was set up in 1926 and comprises the heads of 22 railway unions in the United States.



## AMENDMENTS TO THE CONSTITUTION.

Congress approved a recommendation by the sub-committee set up to consider proposed amendments to Rule VIII (The Executive Committee) to the effect that paragraph 5 of Rule VIII be amended to provide for the co-optation of up to *eight* additional members from the regions. (The relevant passage before amendment reads 'four').

### General

**AFFILIATION FEES** This twenty-sixth Congress meeting in Berne from 20 to 29 July **RESOLVES** to increase the standard rate of affiliation fees to sixpence sterling per annum per member of affiliated organisations.

### Working hours

#### This Congress

**NOTES** that the ever increasing application of rationalization and modernization measures to the transport industry has often served to intensify the mental and physical strain entailed in transport workers' duties, and

**BEING CONVINCED** that in the transport industries, of all industries, excessive fatigue and its disastrous implications are to be avoided at all costs;

**DECLARES** that, all other consideration apart, workers have a right to adequate leisure;

**BELIEVES** that transport worker's unions are fully justified in seeking shorter working

hours to compensate to some degree for the rapid rise in productivity in the transport industry over recent years;

**SUPPORTS** all affiliated unions in their efforts to achieve a reduction in working hours and supports in particular demands for a 5-day week and 40-hour week where existing working hours exceed those limits;

**ADVOCATES** the conclusion of an effective international instrument aimed at realizing the general introduction of the 40-hour week; and finally

**CALLS UPON** governments, where legislation on working hours is necessary or customary, to provide for a reduction of working hours and, if necessary, the introduction of the 40-hour week.

### Infringement of trade union and democratic liberties in the Dominican Republic, Paraguay and Cuba

#### This Congress

**NOTING** the persistent and increasing reports of the suppression of trade union

freedom in the Dominican Republic, Cuba and Paraguay where several transport trade union leaders are imprisoned;

**CONCERNED** over the inability of trade union organizations in these countries to select leaders of their choice without interference from their Governments and over the virtually total restriction on accepted trade union rights;

**REGRETS** the increasing influence of those elements in the Cuban revolutionary movement intent on denying Cuban workers and the general population the promised freedom and dignity for which so many fought so valiantly against the Batista tyranny;

**REAFFIRMS** its opposition to dictatorship of any kind;

**EXPRESSES** its special abhorrence at the continuing dictatorships in the Dominican Republic and in Paraguay where the formation of trade unions makes a mockery of the fundamental principles of labour organization for which the ITF stands;

**URGES** the International Transport Workers' Federation and all of its affiliates to exploit every opportunity to express the sentiments, to maintain contact with responsible democratic trade union elements who continue to struggle against dictators both from within and without their countries.

### Trade union rights in Japan

#### This Congress

**DRAWS THE ATTENTION** of affiliated unions to a resolution on freedom of association in Japan adopted by the 19th ITF Congress in Japan;

**EXPRESSES** its concern at the fact that two years after the passing of that resolution, the trade union rights of Japanese workers in the public sector of industry remain restricted and that these restrictions bear heavily on three of the ITF's Japanese affiliates;

NOTES that although the pressure of international criticism, prompted largely by the ITF, together with the ICFTU, has led the Japanese Government to decide to ratify ILO Convention 87 on Freedom of Association and Protection of the right to organize, the Government is reported to be contemplating the imposition of new restrictions on the unions in the public sector, such as a drastic limitation of the number of full-time union officers and more severe penalties for the infringement of laws;

ACCEPTS that whilst the right to strike should in principle be accorded to every union as a legitimate part of its collective bargaining power, some restrictions on that right may be admissible in the case of certain types of transport workers by virtue of the public service which they render, provided that the rights of the workers are safeguarded by an impartial system of mediation or arbitration;



From India came M. S. Hoda as representative of the All-India Railwaymen's Federation. His union spear-headed the recent strike of Indian government employees on which Congress adopted a resolution deploring government action

FURTHERMORE, as the Japanese Government has already ratified the ILO Convention No. 98 in 1953, the legislation should be brought into conformity with this Convention No. 98 in order to protect the trade union rights, apart from the ratification of ILO Convention No. 87.

DECLARES that the ITF could not tolerate the imposition of any measures which run counter to the spirit of Convention 87 and which threaten the very existence of the unions concerned; and

CALLS UPON the ITF's affiliated unions to support in every possible way the Japanese unions' campaign for fundamental trade union rights.

### Seafarers

#### FREEDOM OF NAVIGATION This Congress

NOTES with grave concern that the UAR Government continues to restrict freedom of navigation through the Suez Canal;

OBSERVES that the freedom of navigation is one of the fundamental requirements of world trade and world peace and of the livelihood of seafarers;

OBSERVES further that the detention and blacklisting of ships of other nations by the UAR Government threatens the livelihood of seafarers and other workers and has resulted in industrial and retaliatory incidents and in an aggravation of relationships;

STRESSES that the maritime workers of all nations are united by the same fundamental interests and should refuse to be misled and set against one another;

REJECTS as totally inadequate attempts to justify interference with neutral shipping on the grounds of a state of war between the UAR and Israel;

HOLDS with the utmost conviction that disputes between nations can only be sharpened by unilateral governmental action and that they should therefore be referred to the conciliatory procedures of the United Nations;

Therefore once more addresses an urgent appeal to the UAR Government to honour its international undertakings by renouncing action against ships in the Suez Canal

and placing reliance in the procedures of the United Nations;

CALLS upon all unions affiliated with the ITF to make representations to the UAR Government on this matter and further to urge upon their respective governments that they likewise make such representations;

SUGGESTS that affiliated unions should report to the Secretariat of the ITF at regular intervals as to developments and progress achieved and that the Secretariat should in turn keep affiliated unions informed; and

AUTHORIZES the Executive Committee of the ITF, in the event of affiliated unions reporting failure of individual representations, to take steps with a view to achieving the objective by means of just joint actions by affiliates on the broadest possible basis.

#### REST PERIODS FOR WATCH-KEEPERS

RECOGNIZING that fatigue reduces efficiency, this Congress urges that watch-keepers be afforded at least a six-hour period of rest before being required to keep watch after the ship's departure from port and the necessary entry to this effect made in the official log book.

#### SECOND ASIAN REGIONAL

##### MARITIME CONFERENCE OF THE ILO

WHEREAS the first Asian Regional Maritime Conference, held in Ceylon in 1953, contributed greatly towards the improvement of Asian seafarers' conditions particularly as a result of decisions adopted on matters such as seafarers' welfare facilities in port, the engagement of seafarers and the examination of maritime legislation; and

WHEREAS there is an urgent need for further consideration to be given at international level to matters affecting Asian seafarers, in particular social security in cases of sickness and unemployment, provision for old age, and vocational training;

This Congress

REQUESTS the Governing Body of the ILO to convene a second Asian Regional Maritime Conference as soon as possible.

*Brothers Lee Ki Choll, Yoon Byong Kang and An Sung Am represented the Korean Federation of Railway Workers' Unions, one of the ITF's staunchest supporters from the Asian region*



## Fishermen

### ILO COMMITTEE FOR FISHERMEN

WHEREAS the establishment of minimum international standards for fishermen's working conditions had long been neglected until the adoption, at the 43rd International Labour Conference in 1959, of three Conventions concerning fishermen;

WHEREAS the adoption of these measures was the result of strong pressure by the ITF over many years which also led, at the same Conference, to a request for the creation of a special committee for the continuous study of matters affecting fishermen; and

WHEREAS these measures, however desirable, are but a first step towards an international code of social standards for fishermen similar to that obtained over many years, largely as a result of the ITF's efforts, for merchant seamen;

This Congress

URGES that the ILO special Committee on Fishermen should be set up as soon as possible, thus preparing the ground for the realization of the aims set out in the ITF's International Fishermen's Programme;

SUGGESTS that the proposed Committee should be of tripartite nature and composed of six members each from the government, employers' and workers' groups, on the lines of the Committee of Experts on Conditions of Work in the Fishing Industry which met in Geneva in 1954 and made such able preparations for the three international instruments so far adopted for fishermen; and

REQUESTS that the proposed Committee should deal with the following questions: (1) safety at sea, with special reference to seaworthiness, lifesaving equipment, radio telecommunications, and competency certificates, (2) manning standards, (3) crew accommodation, (4) unemployment, accident and sickness insurance, (5) vocational training.

## Dockers

### HANDLING OF SOOT

This Congress, having discussed the problem arising from the transport of soot through ports, and having regard to the fact that this cargo is handled in ever-

growing quantities and the fact that the method of packing, for instance in paper bags, is at times inadequate, so that soot is spilled and spread throughout the port area where it is handled;

CONSIDERS that the hardships caused to the workers concerned cannot be met by cash compensation or by the provision of protective clothing, but only by improvement of the method of packing which ensures that soot is not spilled;

THE CONGRESS recalling the directives laid down in the ILO Code of Practice on the Safety and Health of Dock Work, Section 580, with respect to loading or unloading operations in which dust is given off to such an extent as to be likely to injure health, and bearing in mind that the most effective remedial action can be taken at the loading end;

REQUESTS the ITF to conduct an international enquiry to ascertain the extent to which the problem of handling soot exists in the ports of the different countries;

CALLS UPON dockers' unions affiliated with the ITF, where appropriate, to make representations to port employers and port authorities to give attention to this problem; and

FURTHER REQUESTS the ITF to bring the problem of handling soot to the attention of the Inland Transport Committee of the ILO in order that measures may be taken in the sense of the above-mentioned Section 580 of the Code of Practice and that the ILO may generally investigate the extent to which the provisions of the said Code are complied with in the different countries.

## Railwaymen

### TRADE

### UNION RIGHTS OF GREEK RAILWAYMEN

This Congress

HAVING BEEN INFORMED that the Greek Government proposes to centralize the Greek railways in order to reduce expenditure;

NOTES the claims formulated by the Pan-Hellenic Railwaymen's Federation:

- the maintenance of seniority rights acquired by personnel;
- the payment of pensions out of public funds;
- the maintenance of the right of delegates of the Pan-Hellenic Railwaymen's Federation to take part in the consultations of the management of the Greek railways;
- the maintenance of trade union rights and non-interference by the State in the internal affairs of trade unions; and

REQUESTS the General Secretary to support these claims in an appropriate communication addressed to the Greek Government and Parliament.

### MANNING OF LOCOMOTIVES

This Congress

DRAWS ATTENTION to the unanimous resolution adopted by the Amsterdam Congress in 1958 concerning the manning of locomotives;

IS OF THE OPINION that the considerations underlying this resolution are also applicable to the operation of buses and other means of public transport;

CONSIDERS that the manning of such vehicles by two persons will continue to be necessary as hitherto for the preservation of safety;

RE-EMPHASIZES that the safety of operation must in no case be jeopardized by the introduction of vehicles operated by one man; and



STRESSES that where these measures are applied the inevitable intensification of output which they entail should be compensated by a reduction in working hours and corresponding additional allowances.

#### STRIKE IN INDIA This Congress

HAVING HEARD a report on the strike of Indian public employees from July 12th to July 16th, 1960, and on the counter-measures adopted by the Government of India to break the strike, by promulgating an Essential Services' Maintenance Ordinance declaring the strike illegal as a result of which it had to be called off;

OBSERVES that the demand for a fair minimum wage as unanimously recommended by the Fifteenth Indian Labour Conference and commensurate with the rising cost of living in the country fully deserved consideration;

CONSIDERS that the Government of India should have examined the problem in its true perspective instead of resorting to coercive measures amounting to a denial of trade union rights and entailing the suppression of the legitimate aspirations of the workers;

EXPRESSES its deep sympathy and unflinching solidarity with the railway workers of India; and

CALLS UPON the Government of India to repeal its Essential Services' Maintenance legislation, thereby restoring to the railway workers their basic trade union and democratic rights.

#### Road Transport Workers

##### WEIGHT AND DIMENSIONS OF ROAD VEHICLES. This Congress

NOTES WITH REGRET that a uniform treatment on the question of the weights and dimensions of road transport vehicles has yet to be realized at European level; URGES, in the interests of all concerned, the speedy conclusion of a regional agreement, which shall be generally binding, to counteract the prevailing anarchy;

DEMANDS that this agreement shall have regard first and foremost to road safety

requirements and to the progressive standards of working conditions to which, according to Annex A of the 1954 General Agreement, road transport workers are entitled; and

EMPHASIZES that in the conclusion of such an agreement social considerations must have absolute priority over the technical and commercial aspects.

#### Railwaymen and Road Transport Workers

##### ONE-MAN OPERATION This Congress

RECALLS that a resolution on the manning of locomotives was adopted unanimously at the 1958 Amsterdam Congress;

IS OF THE OPINION that the same considerations which motivated that resolution apply also to the operation of buses and other means of public passenger transport;

REGRETS the increasing tendency towards one-man operation in many parts of the world, to the cost of the workers concerned;

NOTES that the hitherto normal practice of manning such vehicles by two men has, as its main aim, safety of operation;

STRESSES again that safety of operation should never be jeopardized by the introduction of one-man operation and that the

intensification of output inevitably induced by such measures should be compensated by shorter working hours and additional payments.

#### Civil aviation

##### FLIGHT CREW COMPLEMENT This Congress

HAVING examined reports on the operation of modern civil aircraft including jet propelled aircraft;

EXPRESSES grave apprehension that in some countries specialist flight crew members are being replaced by other crew members performing multicapacity duties, and

REEMPHASIZES the conviction expressed in the ITC Vienna resolution that the safe and economical operation of modern aircraft, taking into account the ever increasing traffic density as well as the increasing complexity of the equipment, requires the services of specialist flight crew members each of whom has had basic training suited to his own functions;

AFFIRMS that modern experience unquestionably shows the need for fully specialised pilots, navigators, radio officers, flight engineers and flight service attendants



The Israeli delegation: (from left to right) Capt. W. Dalman, Z. Barash, and M. Lederberger, with A. Abramov, who acted as observer for the Israeli Federation of Labour

each assigned exclusively to perform the functions of his craft and to be supplied with such separate station, instruments and apparatus as he may require;

PLACES on record the determination of the ITF to preserve and develop maximum safety through the efficient use of specialist flight crew members, and

PLEDGES full support to affiliated organizations in their endeavours to maintain and where necessary establish these fundamental requirements.

#### COLOMBIAN CIVIL AVIATION DISPUTE This Congress

NOTING that the workers in the Colombia 'Avianca' Workers' Union submitted a claim to the Avianca airline company for wage increases on 10 June and that the company refused to consider the claim on the grounds that it was in financial difficulties; and

NOTING FURTHER that the workers might be forced to strike, an action the consequences of which would be difficult to foresee, since under Colombian law strikes in the civil aviation services are considered illegal;

REQUESTS the ITF General Secretary to inform the President of the Republic of Colombia, the Minister of Labour and the Chairman of the Avianca directors as soon as possible of the ITF's support for the just claims of the Avianca workers;

FURTHER REQUESTS the ITF Executive Committee to watch developments in the dispute closely and in the event that the dispute is not quickly settled to stand ready to take appropriate measures; and

RECOMMENDS at the same time that this resolution be conveyed to the President of the Avianca Workers' Union.

#### Regional Affairs

##### The Congress

WELCOMES the report of the ITF on the task in less-advanced regions in the conviction that the ITF has a vital role to play in assisting transport workers in these areas to develop effective trade union organizations which will permit transport workers to realize a greater measure of political, economic, and social freedom;

EXPRESSES ITS GRATITUDE to the General Secretary, to the Director of Regional Affairs and the Latin American and Asian field representatives for their diligent and dedicated service in promoting the growth of free and independent transport workers union;

NOTES that the challenge for ITF growth in many of these areas is increasing and that additional funds and personnel will be required and must be provided;

CALLS UPON affiliated organizations to canvass their membership anew for candidates to undertake regional work and make available the results of this canvass to the Secretariat by 1 January 1961;

REQUESTS the Secretariat to draw up proposals for increased staff, including provision of short training tours with the Secretariat or the regional offices;

REQUESTS the Executive Committee to designate additional roving representatives for Asia, Africa and Latin America;

WELCOMES increased coordination and cooperation with other International Trade Secretariats and the ICFTU, which if translated into concrete action in specific areas will prove the validity of this approach, but requests adequate safeguards of ITF autonomy.

Congress also approved E.C. recommendations on the composition of the General Council the effect of which was to increase the number of seats thereon from 43 to 46. (This in turn, by application of Rule VIII, para. 3 of the ITF Constitution, increased the number of elected members of the Executive Committee by one, i.e. from 10 to 11).

#### Re-affirmation of earlier Resolutions

Congress further approved re-affirmation of two resolutions on the Dominican Republic. The first was adopted by the ITF E.C. at its meeting in London on 5 and 6 April 1960; the second is the ICFTU Executive Board resolution adopted at a meeting 27 June to 2 July 1960.

The text of these resolutions is as follows:

#### ITF Resolution on the Dominican Republic

This meeting of the ITF Executive Committee, held in London on 5 and 6 April 1960

NOTES that whereas in recent years a number of Latin American dictators have been swept from power, the people of the Dominican Republic continue to suffer the Trujillo dictatorship under which the right to speak and act freely, and in particular the right to organize in trade unions, are denied;

NOTES FURTHER that as a consequence of the denial of such rights the Dominican people are subject to exploitation and tyranny against which they have no legal redress and which serve only to enrich the dictator and his followers;

DECLARES that the ITF will support every appropriate step to win for the Dominican people a democratic form of government under which a free trade union movement may work unimpaired to protect and advance the workers' interests.

#### ICFTU Resolution on the Dominican Republic

NOTING with satisfaction that the Inter-American Peace Committee of the Organisation of American States has condemned the Trujillo regime as a cruel dictatorship

RECALLING that the Sixth World Congress called for the expulsion of Trujillo representatives from the Organisation of American States so as to bring about his complete isolation;

CALLING upon all member governments of the Organisation of American States to draw the logical conclusions of the decision of the Inter-American Peace Committee by breaking off diplomatic relations with the Dominican Republic, as some member governments have already done;

APPEALING to the Organisation of American States to exclude the Dominican delegates from its deliberations and to consider imposing effective economic sanctions upon the Dominican Republic, and

INVITING the affiliated organisations of the member countries of the Organisation of American States to urge their governments to carry out these measures without delay.

# The flight dispatcher - the man the public never sees



**T**HE FLIGHT DISPATCH CENTRE OF AN AIRLINE is far removed from the hectic atmosphere of the airport lobby or the check-in counters. It is a busy spot, filled with teletypes, weather facsimile machines, batteries of telephones, 'squawk boxes' and some form of flight following system. It is often noisy, with flight crews and other personnel coming and going, but over-all there is an ordered sense of discipline prevailing.

This is the home of the Dispatcher. This is where decisions are made concerning *YOUR* flight, although you may never meet the man who is making those decisions. Yet this man, who lacks public exposure and whom the airline seldom mentions, has as much, if not more, to do with the safety and comfort of your trip as anyone in the airline.

Contrary to popular conceptions, he is not the uniformed man who waves your airplane to and from its positions on the ramp; nor does he sell you your ticket; he is the man in the control tower. Who is he, then? Perhaps the best way to answer that is to tell you something about his work.

Before an airline flight departs, perhaps four to five hours earlier in the case of long

distance flights and jet transports, preliminary decisions must be made to determine if the flight can safely be completed. Should the crew be brought to the field? Should reservations be instructed to advise passenger of a possible hold? Is the weather at destination going to require that a special enroute stop be made?

Because his decision encompasses safety as well as economics, the Dispatcher takes pains to be precise. The decision to operate galvanizes many other employees into action. Ramp service personnel install clean head-rests, pillows and blankets. The agent must order the meals for 80 or 100 passengers. Mechanics must make final inspections and tow the aircraft to the terminal. Fuel must be pumped aboard.

What an economic penalty to set these

*Whilst in flight the captain is in sole charge - obviously. Equally obviously it is the man on the ground - the flight dispatcher - who is at the centre of all activities and information bearing on the aircraft's flight. The captain is guided by the flight dispatcher in such matters as weather ahead, re-routing, and alternative landings*

wheels into motion if a flight is not going to depart!

And what of the passengers, most of whom require two hours advance notice of a change in plans? Shall we risk disappointing them?

Shall the Captain be consulted at home, advised of doubtful flight conditions?

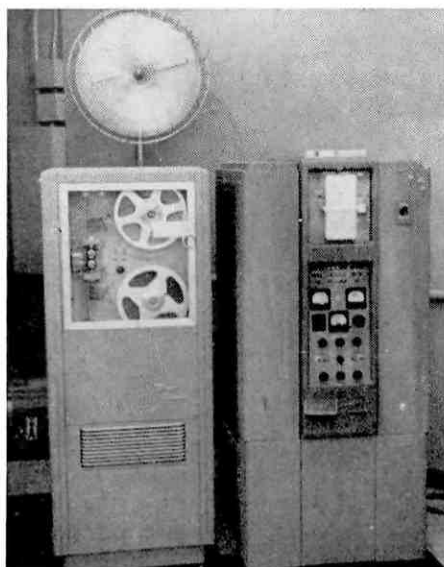
To prepare himself for his decision regarding each flight, the Dispatcher must pore over teletype reports which show terminal and enroute weather, wind information and official forecasts.

He examines the weather maps and upper-air charts. He scans the airport field condition reports and scours the circuits for 'severe weather warnings'. On larger airlines he consults with the meteorologist on duty to determine if the weather will permit the flight to depart, make all stops and complete to destination. Less than one third of the nation's airlines have meteorologists, therefore on smaller carriers the Dispatcher is also the meteorologist, since he is well trained in weather science.

Once he has determined that all weather factors are suitable for flight, and that an airplane and a crew are available, the Dispatcher then issues an advisory to the stations, indicating a 'normal operation'. Approximately one hour before departure he confers with the Captain, who by this time has arrived at the field, and an agreement as to the plan of operation is reached. Each signs a 'flight release' signifying mutual acceptance of the plan, which will include the altitude to be flown, the elapsed time, and the alternative fields to be used in the event landing at the scheduled stops is not possible.

Considerable importance is attached to the 'weight and balance' of the aircraft. A fuel load must be determined. Gasoline weighs about 6 pounds per gallon. Jet fuel





*An electronic computer is called in to help the flight dispatcher in making his many computations. Mechanization however can never supersede the judgement he is required to display in interpreting the significance of his calculations*

weighs about 6.75 pounds per gallon, oil about 7.5 pounds per gallon.

The dispatcher must arrive at a fuel figure which is sufficient to permit the aircraft to fly to destination, and have enough remaining on board to proceed to an alternate field and have a specified amount remaining on board for other contingencies. These fuel requirements vary according to the type of operation being conducted, depending on the weather. Domestic and international regulations specify different requirements. Fuel being a component of aircraft weight, the Dispatcher must see that the plane is not overfuelled, a condition which might make the take-off or landings a perilous or illegal matter.

The Captain of the flight has definite prerogatives as to fuel, and may require more fuel than the Dispatcher wants if in his opinion it is necessary. Or he may require a lighter aircraft for safety or passenger comfort, in which case some load must be removed.

What if an agreement cannot be reached? Civil Air Regulations state that no scheduled airliner may take off without the signature of the Dispatcher and the Captain on the flight release. Both are held equally responsible for the safety of the trip and both have full rights to cancel, hold or divert the trip. If all factors for a safe operation cannot be met, the trip is delayed, or perhaps cancelled.

A release is not an order. It is an agreement on both sides. Should the Dispatcher wish to release the flight, but the Captain does not wish to go, he may cancel the trip. The reverse is true, in which the Captain wants to go but the Dispatcher believes the trip cannot be operated with complete safety.

Having been briefed by the Dispatcher on weather, navigational facilities and the other details mentioned in the pre-flight section, the crew leaves the hangar for the passenger terminal. They perform their pre-flight inspection duties while the maintenance crew fuels the aircraft to the amount agreed upon by the Captain and the Dispatcher. Soon they are ready to go, call the tower for clearance, and are airborne.

Progress of each flight is monitored from take-off to destination through a company owned radio network. Enroute position reports are recorded in the dispatch office, and in addition to location, time and altitude, the Captain reports the actual weather that is being encountered.

The Dispatcher makes use of this actual weather information for planning later flights in the same area.

The dispatch office is the 'nerve centre'

of the airline. Information pertaining to any of the airline's flights is obtainable there.

The Dispatcher keeps continual surveillance of all flights, noting deviations from estimates, changes of airway routing, losses or gains of time. He often has more than a dozen flights under his supervision at one time, and he must be planning ahead for the passengers who will be boarding these trips at enroute stops.

Passengers at the terminus of the trip may be waiting for information, since the plane usually 'turns around' on a different, numbered trip. When you see an 'on-time' or 'delayed' placard alongside a trip number at a ticket counter, you know the information came from the Dispatcher.

Flight following is only one facet of the Dispatcher's duties once planes are airborne. His prime function is to 'lead' and anticipate the conditions ahead of the



*The men the flying public never sees - flight dispatchers in an office of a major US airline. These are the men who collect and interpret all data relative to a given flight and keep a 'watching brief' on aircraft in flight. Much depends on the flight dispatcher's conscientious and painstaking work*

calculating the fuel consumption of an aircraft with which he is working. This — and a number of other details — will appear on his flight plan. Fuel requirements will vary according to a number of factors and can be particularly critical specially in the case of modern jet aircraft



flight. Civil Air Regulations charge him with the responsibility of forwarding to the Captain any information that may affect the safety of the flight.

Such information includes weather, navigation aids, airport field conditions and air traffic delays.

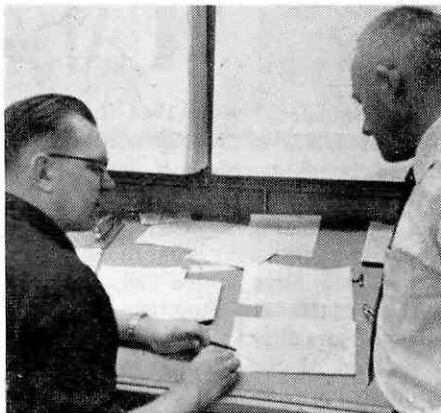
A plan of flight is a proposed course of action, but sometimes for the safety and comfort of passengers the trip cannot be operated as planned. Under adverse conditions, the Dispatcher will have ready one or more alternate courses of action, such as diverting flights to terminals where weather is satisfactory, or rerouting trips around areas of known thunderstorms which might cause passenger discomfort. These alternate courses of action must have the acquiescence of the Captain, because when he is airborne he is in full command of the situation and can choose the alternate plan that looks safest to him.

He knows, however, that the Dispatcher on the ground is the man who has the most current information and who can be of greatest help to him. It should be remembered that the Captain in flight has no way of seeing the over-all picture of conditions ahead.

Anticipating the needs of each flight under his control, the Dispatcher must also stand ready to assist a Captain in any mechanical difficulty. Available to the Dispatcher is a corps of maintenance specialists who can diagnose a plane's difficulties and offer sound advice as to what steps are necessary to bring the plane safely.

Although the instances are few, a trip may fail to report a routine position. The

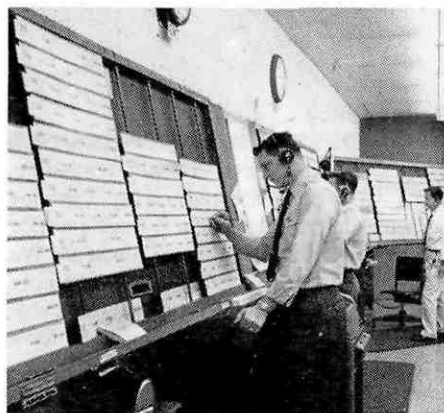
The weather can still be a headache for all concerned. Predicting the very often unpredictable is one of the many tasks the flight dispatcher performs. He is the repository of all relevant data and can sometimes call on the services of skilled meteorologists to help him



dispatcher office goes into an emergency standby basis and begins calling the flight. If a second position is missed then full emergency procedures are instituted, such as the blind broadcasting of weather information and traffic conditions. Ground stations are alerted, as are federal and company officials.

The state police are called. Search and rescue facilities are put on the alert while the Dispatcher constantly tries to establish contact and lend aid to the crew. He may direct other trips to call the missing plane, or search for it. If a trip is over the ocean he will broadcast wave-swell heights. In

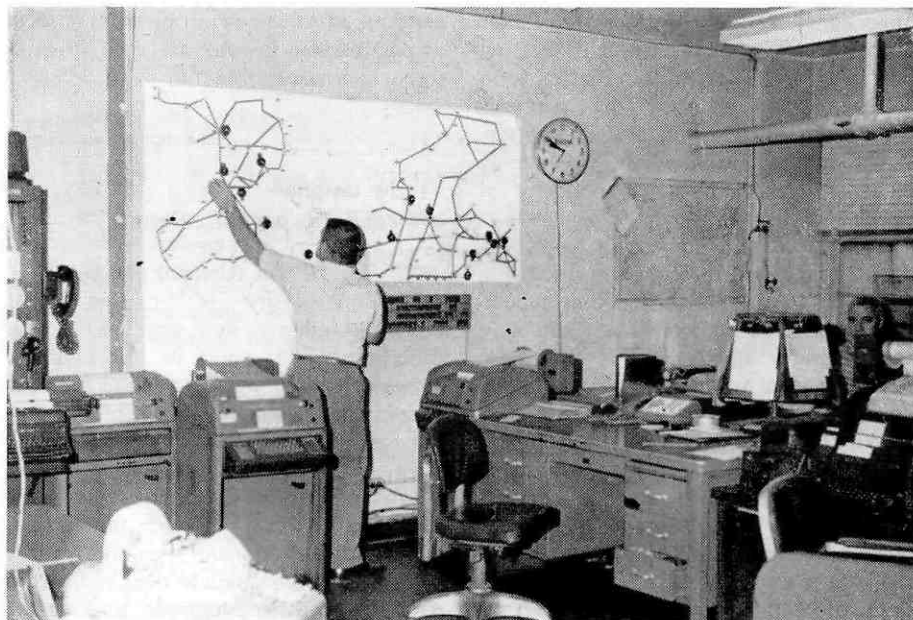
The sky is a busy highway these days and all aircraft movements have to be watched and controlled, peaceful as their mission may be. This flight dispatcher is recording aircraft position reports sent out over the company's own radio network continuously day and night



short, he co-ordinates all the emergency activities for the airline.

With the advent of jet service, planning is increasingly precise. Jets are notorious fuel eaters, so the Dispatchers must have several alternate plans of action to co-ordinate with the Captain when the weather at destination appears doubtful.

After flight, a procedure known as "debriefing" takes place between the Captain and Dispatcher. They again exchange information on actual conditions encountered, so that the data may be translated into "terms of operational probability" for subsequent flights.



The flight dispatcher records and checks the progress of each flight. Judgement is his stock in trade and most licensed flight dispatchers have a dozen or so years of diversified aeronautical background

## What they're saying



### Redundancy

**WE ARE SAYING TO EMPLOYERS** that when men are redundant it is not sufficient just to give them a week's notice and a few pounds in their pockets. We think that in this world of today not only the moral requirement but the practicability is there, and we feel that men who have worked for any length of time in an establishment are entitled to regard themselves as secure, subject to their own good behaviour. We want men and women to know that they need not feel insecure every time they read in the Press that there is a cut-back in their own industry. A good management ought to be as well able to look after its labour as it is to look after its profits.

*Frank Cousins, speaking at the Midlands Regional Festival of the Transport & General Workers' Union*

### Constructive internationalism

**DURING A TRAIN JOURNEY** between Philadelphia and New York in 1942, two people sat and talked about the evils of war. They were the undersigned and my predecessor, Jerker Svensson. We didn't set much store by fine promises. We realized that as soon as the war was over, the seamen's contribution would quickly be forgotten. We didn't blame anyone. We simply recognized that the great majority of people are like that.

We agreed that something had to be done though and after a long discussion we came to the conclusion that a post-war programme for seafarers would have to be drawn up. The idea was born during a train journey in a foreign land during a bloody war.

We didn't let go of the thought, which was very deep-rooted. Not many days went by before we had contacts with the then President of the Norwegian Seamen's Union, Ingvald Haugen, and the ITF's representative, Omer Becu, both of whom were also in the USA. The machinery went into motion. Conference followed conference. The basic ideas

were formulated and in 1944 the International Seafarers Charter was created in the bomb-scarred Port of London, with the world still at war. The basis had been laid for a programme which would to some extent bring the seafarers nearer to a place in the sun...

(Now) the ITF, together with its affiliated organizations, has undertaken a revision of the Charter, which aims at international solution of the seafarers' demands for conditions more worthy of human beings.

It should be clearly understood that this is a programme for the future. Because many ITF-affiliated organizations do not have the organizational strength which is needed to take strong action immediately against the employers, we must recognize that for many countries progress will be very slow and that there will be stiff opposition from the shipowners.

For us in Scandinavia with our strong unions, with interested members who know what they want, and with organizations in the maritime industry which have always acted as pace-makers, it is once again our inescapable duty to continue to solve new problems as quickly as possible and thereby act as a driving-force internationally.

*Johan S. Thore in Sjomannen, Swedish Seamen's Union*

### Trade unions are realistic organizations

**WE IN THE UNITED STATES** have done a job of bringing about ethical standards, and conduct of any other organized group in our country. However, while we have lauded and renovated the United States trade union movement, I sometimes wonder if we have not been a little naive in the approach that we have made to meet the propaganda... Trade unions are realistic organizations of men and women who want to consolidate their individual efforts for their economic and social advancement and the expansion of their liberties, and as result of the hostile

atmosphere in which trade unions must function, and all their efforts of a controversial or antagonistic nature, we must appreciate that we cannot live in a society when we are 'Simon pure', and other organized groups approach the problems in a practical fashion.

*Bro. George Harrison, President Brotherhood of Railway Clerks*

### The role of the film

**THE CINEMATOGRAPH FILM CAN EDUCATE.** It can also stultify. It is capable of promoting the interests of a healthy democracy but also of encouraging indifference to political issues. A film can criticise social conditions where such criticism is merited and provide the stimulus to further progress. It can educate and entertain, amuse and admonish, charm and shock. The film can consequently never be regarded as the sole prerogative of a single industry; it is a vital element in the sociological process and the labour movement must therefore insist on having a representative voice throughout the film industry.

In our own sphere, the film is a weapon in the armoury of the labour movement. It is an educational and training instrument of outstanding significance. Whilst the propaganda film should be directed towards presenting the achievements of the labour movement, the documentary film must impart understanding and knowledge of the world of labour and related subjects. In a trade union film programme, however much we also pay due regard to entertainment value either by drawing on the industry itself or producing its own entertainment films. Here it must again be emphasized that such films can assume the function of a cross-section of social phenomena without doing so in such blatant fashion that the effect is to repel rather than attract. Realistic presentation need not result in either brutality or banality. A film should provoke reaction and appeal not only to the intellect but also to the emotions.

*Hans Gottfurcht, speaking at the Third International Film Week of the International Labour Film Institute*



# International Transport Workers' Federation

President: R. DEKEYZER

General Secretary: P. DE VRIES

**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
- 225 affiliated organizations in 71 countries
- Total membership: 6,500,000

## The aims of the ITF are

- support national and international action in the struggle against economic exploitation and political oppression and to make international working class solidarity effective;
- 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;
- seek universal recognition and enforcement of the right of trade union organization;
- defend and promote, on the international plane, the economic, social and occupational interests of all transport workers;
- represent the transport workers in international agencies performing functions which affect their social, economic and occupational conditions;
- 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  
Brazil • British Guiana • British Honduras • Canada • Ceylon  
Chile • Colombia • Costa Rica • Cuba • Denmark • Ecuador  
Egypt • Estonia (Exile) • Faroe Islands • Finland • France  
Germany • Ghana • Great Britain • Greece • Grenada  
Honduras • Hong Kong • Iceland • India • Indonesia • Israel  
Italy • Jamaica • Japan • Kenya • Luxembourg • Malaya  
Malta • Mauritius • Mexico • The Netherlands • New Zealand  
Nicaragua • Nigeria • Norway • Nyasaland • Pakistan  
Panama • Paraguay • Peru • Philippines • Poland (Exile)  
Republic of Ireland • Rhodesia • St. Lucia • South Africa  
South Korea • Spain (Illegal Underground Movement)  
Sudan • Sweden • Switzerland • Tanganyika • Trinidad  
Tunisia • Uganda • Uruguay • United States of America  
Venezuela • Zanzibar

# Publications for the world's transport workers

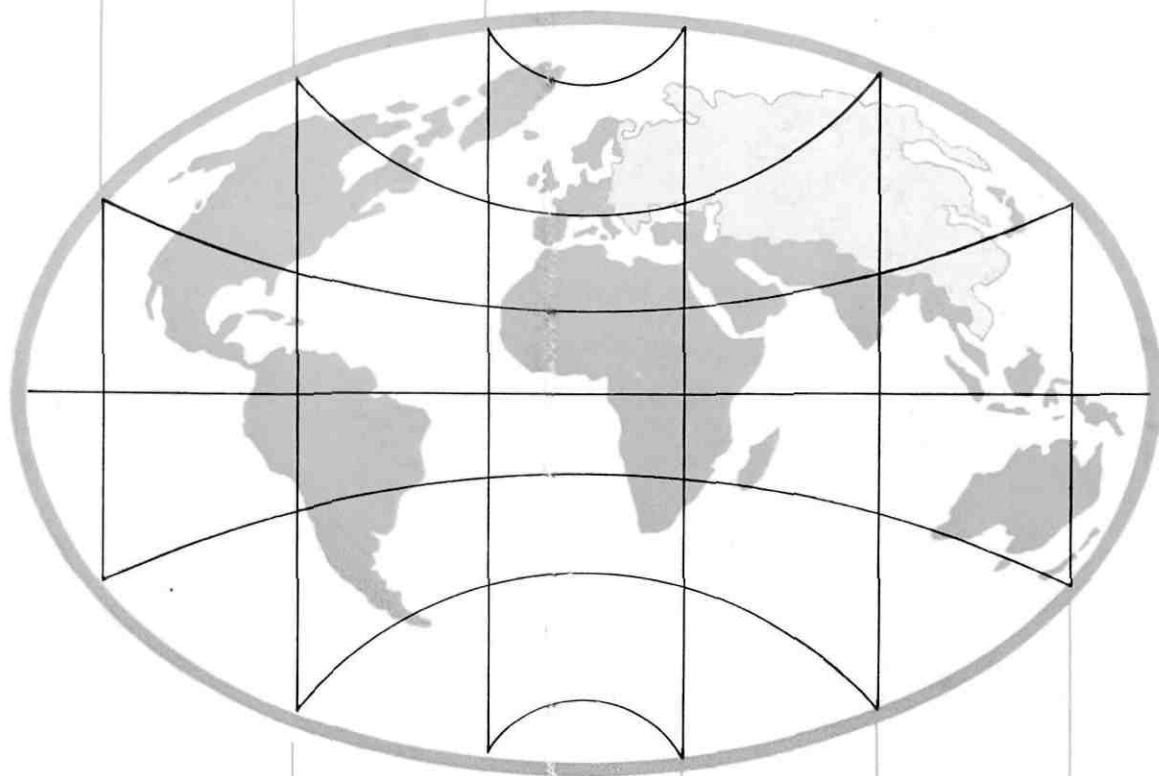
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International Transport Workers' Journal

Internationale Transportarbeiter-Zeitung

ITF Journal (Tokyo)

## Editions of Journal



Pressebericht

## Editions of Press Report

Pressmeddelanden

Communications de Presse

Transporte (Mexico City)

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