

higher standard of living. On the assumption that there will be a lowering of the 1945 prices, the total volume of retail trade in 1950 will be 275,000 million roubles, or 28 per cent. more than in 1940 (at comparable prices). It is believed that the reduction in military requirements will enable the quantity of food available for civilian needs to be raised by 23 per cent.; and the production and sale of industrial consumers' goods will be increased by 36 per cent. over 1940. This increase, it is pointed out, appears far higher if the real starting point, 1945, is taken as the basis of comparison; in that year the Soviet Union was still at war and unable to manufacture or distribute sufficient quantities of the goods in question.

Lastly, the Plan provides for an early end to rationing. The ration schemes for bread, flour, cereals and macaroni are to be abolished in the autumn of 1946, and for other products in that and the following year. Mr. Voznesensky noted in his report that the extension of trade, based on the abolition of rationing and on systematic price reduction, should strengthen the rouble throughout the economic system of the Union.

* * *

The Fourth Five-Year Plan controls the economic development of the Soviet Union during the years 1946-1950. It aims both at repairing the enormous damage caused by the war, and at augmenting the economic strength of the Union as a whole. Of the 250,300 million roubles which are to be invested in the country during the five years, about 115,000 million are allotted to reconstruction of the devastated regions, and about 135,000 million to other parts of the Union, in particular, Siberia and the Far East; the industries of these eastern areas, greatly expanded as they were during the previous five-year periods and the war years, will make a powerful contribution to the rebuilding of the west. Before the invasion, the economy of the western regions helped to industrialise Siberia and the Urals. Now the east is paying its debt and has become a leading factor in hastening national recovery.

Recovery implies in the first place the development of heavy industry and transport and above all of the engineering industry. The directives with which the Plan opens specify that the Union is to be provided with better technical equipment and all-round mechanisation, that productivity must be raised and costs of production reduced. Thus, and by reconstructing and developing agriculture, it is intended to create abundance of the principal consumers' goods of which the population was deprived during the long years of war. The success of the Plan is regarded by its authors as largely dependent on the parts relating to labour, such as improved vocational training and the establishment of permanent staffs of workers and technicians in every undertaking.

INDUSTRIAL COMMITTEES

Programme of Meetings

In accordance with decisions taken by the Governing Body of the International Labour Office at its 98th Session (Montreal, May 1946)¹, the following Industrial Committees² will hold their first meetings during the coming months:

Textiles Committee;
Building, Civil Engineering and Public Works Committee;
Petroleum Committee.

The Textiles Committee and the Building, Civil Engineering and Public Works Committee will meet in Brussels in November 1946 at the invitation of the Belgian Government. Radi Abou Seif Radi Bey, Under-Secretary of State, Egyptian Ministry of Social Affairs, and Egyptian Government member of the Governing Body of the I.L.O., has been chosen by the Governing Body to preside over the first meeting of the Textiles Committee. The Chairman selected for the first meeting of the Building, Civil Engineering and Public Works Committee is Mr. Oscar Schnake, Chilean Ambassador in Paris.

At the invitation of the Peruvian Government the Petroleum Committee will meet in Lima, Peru, in February 1947. The Chairman for this meeting will be Mr. Luis Alvarado, Peruvian Minister in Canada, and Peruvian Government member of the Governing Body.

Representatives of the following countries will be invited to attend:

Textiles Committee: United States of America, Australia, Belgium, Brazil, Canada, China, Czechoslovakia, Denmark, Egypt, France, United Kingdom, India, Italy, Mexico, Netherlands, Norway, Peru, Poland, Sweden, Switzerland.

Building, Civil Engineering and Public Works Committee: United States of America, Australia, Belgium, Brazil, Canada, Chile, China, Czechoslovakia, Denmark, Finland, France, United Kingdom, India, Italy, Mexico, Netherlands, Norway, Poland, Sweden, Switzerland, Union of South Africa.

Petroleum Committee: United States of America, Canada, Colombia, Egypt, France, United Kingdom, Iran, Iraq, Mexico, Netherlands, Peru, Venezuela.

¹ See below, p. 64.

² Cf. *International Labour Review*, Vol. LII, Nos. 2-3, Aug.-Sept. 1945, pp. 139-153: "The Industrial Committees of the International Labour Organisation".

Each country will be asked to appoint two representatives of the Government and two representatives each of the employers' and workers' organisations having a substantial membership in the industry in question.

The agenda for each of the meetings will consist of the following items:

- (1) The social problems of the industry during the period of transition from war to peace; and
- (2) Future international co-operation concerning social policy and its economic foundations in the industry.

As a basis for the discussions which will take place at the meetings, the International Labour Office is preparing preliminary reports, which will be circulated to the members of the Committees in advance.

INLAND TRANSPORT

RESOLUTIONS ADOPTED BY THE CONGRESS OF THE INTERNATIONAL TRANSPORT WORKERS' FEDERATION

The first post-war congress of the International Transport Workers' Federation (I.T.F.), which was held in Zurich from 6 to 11 May 1946, adopted the following resolutions concerning transport problems.

Rehabilitation of Transport Industry.

The Congress of the I.T.F., having considered the problem of the rehabilitation of the transport industry,

(1) Whereas the industry must function and evolve in step with the economic and social requirements of each country, as essential factor in the production and distribution of wealth and as instrument of co-operation between peoples;

(2) Whereas the transport industries of a number of countries have suffered serious damage which it is imperative to repair with the least possible delay;

(3) Whereas the resources of raw materials, equipment, and goods exchangeable for raw materials and equipment are in almost all these countries insufficient for an adequate and speedy rehabilitation of their transport industries;

(4) Whereas the transport workers of all these countries are consequently deprived of the necessary means of reconstructing an essential industry,

Declares:

(a) That there is an urgent need to establish a reconstruction plan for the whole of the ravaged countries in accordance with the recommendations of the Committee of Industrial Rehabilitation Experts of the U.N.R.R.A. and the Inland Transport Committee of the International Labour Organisation;

(b) That there is an imperative need for all organisations affiliated with the I.T.F. to undertake concerted action to convince all Governments of the United Nations of the need of framing and executing a plan allocating raw materials and equipment according to the requirements of ravaged countries and of granting all these countries long and even very long-term credits for reconstruction purposes.

Invites the organisations concerned to inform the I.T.F. within two months as to the extent and the nature of these requirements, and

Instructs the Secretariat of the I.T.F. to make forthwith urgent representations to the U.N. with a view to the framing and execution of a reconstruction plan for all the war-ravaged countries.

Full Employment and Social Security.

Whereas the period between the two world wars was one of recurring economic crises, attended by mass unemployment and misery for large sections of the world's population;

Whereas the demoralisation resulting therefrom was a major factor in the rise of reactionary movements such as fascism and national socialism; and

Whereas a lasting peace cannot be expected unless the economic needs of the peoples are satisfied and their freedoms guaranteed;

The Congress of the I.T.F., meeting in Zurich from 6 to 11 May 1946, considers that it is a paramount duty of the trade union movement everywhere to fight for full employment and social security, and emphasises the need for international co-ordination of efforts and mutual assistance if these objects are to be realised.

In planning the action to be undertaken, the following points, in particular, should be given due weight:

(1) That the increase of rationalisation and technical progress will necessitate a general shortening of working hours, and that the 40-hour week is therefore an immediate aim to be pursued in countries in which it has not yet been generalised;

(2) That as production increases and more manpower becomes available, the school-leaving age should be raised, and that of retirement from industry lowered, with provision for an adequate pension;

(3) That the planning of full employment cannot be left to private enterprise, but must be a subject of public action and control;

(4) That the workers' trade unions should be consulted in all that relates to these matters, and given representation on all official and semi-official bodies concerned with them.

The Congress pledges its full support to the trade unions in countries which are in an early stage of trade union and industrial development, and promises them its assistance to enable them to achieve far-reaching improvements in the working conditions of their members, for the double purpose of giving them a decent standard of living and preventing their being used as a lever to reduce the standards of the workers in the more industrially developed countries.

Finally the Congress emphasises the need for constant co-operation between all countries in the world, pointing out that trade relations can no longer be regarded as fundamentally a means of making private profits, but also, and primarily, as means for satisfying the growing needs of the population and achieving full employment.

The Congress consequently urges the Social and Economic Council of the United Nations and the International Labour Office, each in their several spheres, to give the earliest possible attention to these matters in the light of the above considerations.

RESOLUTIONS ADOPTED BY THE INTERNATIONAL DOCKERS' CONFERENCE

The International Dockers' Conference, which met in Zurich on 8 May 1946 in conjunction with the Congress of the International Transport Workers' Federation, adopted the following resolutions:

Conditions of Employment in the Dock Industry.

This International Dockers' Conference, meeting on 8 May 1946 in conjunction with the Zurich Congress of the I.T.F., after considering the question of conditions of employment in the dock industry,

Realises the imperative need of eliminating international competition as a factor making for impairment of dockers' standards, and

Considers that this purpose can be most effectively achieved by holding regional conferences covering countries affected.

As the question is of particular urgency in the ports of western Europe, it requests the I.T.F. Congress to convene, as the first of such regional discussions, a Dockers' Conference for Belgium, Holland, France and Great Britain, not later than August 1946 in Antwerp, and

Urges dockers' unions in the different countries to supply the I.T.F. Secretariat without delay with concise information covering wages, hours, maintenance schemes and safety legislation in the docks industry, so that a four-country comparative survey of dockers' conditions may be prepared for that Conference.

International Dockers Convention.¹

This International Dockers' Conference, meeting on 8 May 1946 in conjunction with the Zurich Congress of the I.T.F.,

Whereas the International Docks Convention of 1932 has still not been ratified by a number of countries, while in others, though ratified, the Convention is not fully enforced;

Whereas port conditions and practices have evolved in certain directions since the adoption of the Convention;

Urges dockers' unions in all countries (1) to ensure that the 1932 Convention is duly ratified and properly enforced in their respective countries, and (2) to consider whether the Convention is in need of revision under some heads and to inform the I.T.F. Secretariat accordingly in order that the appropriate steps may be taken.

Maximum Weight of Loads.

This International Dockers' Conference, meeting on 8 May 1946 in conjunction with the Zurich Congress of the I.T.F.,

Having considered the question of the weight of loads in dock work,

¹ Protection against Accidents (Dockers) Convention (Revised), 1932 (cf. *International Labour Code*, Articles 435-452).

Considers that 75 kilogrammes is the maximum weight which one man can carry without eventual detriment to health;

Urges dockers' unions to ensure that this maximum is not exceeded in their respective countries; and

Requests the International Labour Office to take steps with a view to the adoption of an international Convention on the subject.

Dockers' International Programme.

This International Dockers' Conference, meeting on 8 May 1946 in conjunction with the Zurich Congress of the I.T.F.,

Considers that a Programme of International Minimum Demands is a useful instrument for co-ordinating the industrial action of dockers in the different countries, and congratulates the Secretariat on its report;

Decides to appoint a committee including one representative from each affiliated country, which shall draft an International Dockers' Charter;

Requests the Secretariat to collect the necessary material for the purpose from the countries and to call a meeting of the committee immediately before or after the conference in Antwerp in August 1946.