PHILIPPINES: Where time stands still
By EUSEBIO LAPENIA, SEAN ARIAN

In the Philippines we met with four different unions: the Port Workers Union of the Philippines, the Associated Labor Unions (ALU), Kilusang Mayo Uno (KMU) and the National Federation of Sugar Workers.

At our first destination in the port of Manila, we were amazed at the primitive conditions on the docks and medical and safety regulations were non-existent. The workers wore no shoes and often no shirts; they were not provided with gloves, hats, masks or any safety gear whatsoever.

Workers told us they worked 12 hours a day, six days a week, with few breaks. They really didn't seem to have much hope of ever doing anything else.

The workers' living conditions were deplorable. Many of them lived with their families on the docks in between containers. They played in the machinery. Some families actually lived out on the breakwater in shanties. There did not seem to be any running water, electricity or sanitary facilities. The stench was overpowering. Passengers bearded foams as top picks carried containers overhead. Along with the heat and the humidity, it was difficult for us to comprehend that human beings lived in conditions like this.

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We also went to the island of Negros to meet with the National Federation of Sugar cane Workers. Like the dockworkers in Manila, their conditions were very bad. All of the cane was cut manually and hauled by oxcart. The workers worked long hours for little pay and began work at a very young age. Many young people leave Manila hoping for a better life. The unemployment rate on Negros is almost 50% compared to Manila's 30%. This is the fourth time that representatives from the ILWU Local 142 have traveled to observe the conditions of Philippine sugar workers in the sugar-producing center on the island of Negros. Sad to say, things have not changed much over the 31 years since our first delegation visited Negros in 1962.

In 1976, the late Local 142 Vice President Fred Paulino arrived while the Philippines was under the martial law declared by then-President Ferdinand Marcos. They found that sugar mill workers at the Hawaiian-Philippine Company owned by Jardine Davies earned $1.65 a day and pineapple workers at the Del Monte Cannery in Bugo earned between $1.84 and $3.76 a day.

In 1986, delegates learned that the average sugar worker was not unionized and earned an average of 90 cents a day. A strike by workers organized by the National Federation of Sugar Workers (NSFW) at the Hacienda Guinsang ended in victory when the workers, who had been earning 73 cents a day, won an increase to $1.65 a day, the legal minimum wage.

Today, the international market for sugar is poor, making it unprofitable to continue the cane fields. The sugar is poor, making it unprofitable to continue the cane fields. The government offers to sell the land to those who have traditionally paid taxes. The government offers to sell the land to those who have traditionally

**Introduction**

Two delegations of ILWU members traveled to Pacific Rim countries this June to strengthen international ties with dockworkers' unions. The primary purpose of the delegations was to make contacts and develop relationships with dockworkers in Asia. The ILWU is setting up an international network of communication, exchange and support with dockworkers who share common concerns and common employers.

The delegations were a followup to the Pacific Rim Dockers' Conference in April, co-sponsored by the ILWU in San Francisco.

On June 9, 1993, I did something that in my wildest dreams I never expected to do: I went back to Vietnam. I was dressed in uniform, given a gun, trained to kill and sent on what the other one else's country against the "Communist onslaught that was threatening our very existence!"

Well, that's what our leaders said. I don't know what any of them or their family members were thinking. They sent working-class people to take care of the crazy longshoremen doing this travesty.

I first arrived in Vietnam 14 hours after the Tet offensive started in 1968. It didn't take long to forget the peace that '72 talk. If I had been it days I had someone else to hate. The Viet Cong, Charlie. I forgot I was a stranger in a strange land.

Our delegation this year was the first trade union delegation from the ILWU to visit Vietnam since 1975. Naturally, there was no support from our government. We had to get our entrance visas from the Vietnamese embassy in the Philippines. The first time, I was forced to go. The second time I had to sneak in. What a joke!

MIxed emotions

I had mixed emotions when I was first asked to be a part of a delegation to the Philippines, Hong Kong and Vietnam. I had to think about it for a few days. The unions asked for support for their opinions. I made up my mind after I had visited a friend who lost a leg in the war. He told me I wouldn't have to hate. He told me I wouldn't have to go, but she wasn't. She knew it was my decision, so away we went.

I guess you could say the ILWU delegation made history, and I want to thank the rank and file for allowing me to be a part of it.

I must say I very much agree with the ILWU's resurrection of the overseas delegate program. I think the idea of building a network of relationships with dockworkers in the Pacific Rim is a solid one and a potential benefit that will more than make up for the cost of the program. We must remember, however, that we have the same enemies.

And it doesn't hurt to keep the people we work for wondering what the hell we are going to do next. It's the only way we can keep some of them from being drafted. They don't make it easy to hate some other guy already dressed in uniform, given a gun, trained to kill and sent to defend someone else's country against "the Communist onslaught that was threatening our very existence!"

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Vietnamese fishermen ply the waters near Quang Ninh harbor in sampans.

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The Vietnamese, who are all unionized, are the highest paid non-skilled labor in the world. This means that the Vietnamese workers are remarkably friendly. We drew crowds wherever we went; everyone with a few very old hammerhead cranes. The port does about 2,000 containers a month. The chief export is rice and the main import is manufactured items.

The next port we visited was Quang Ninh, which is located in a sheltered bay that for thousands of years has been used as a safe anchorage. There are no dock cranes. The coal is hauled by lighter and pipe for export to Korea, France, Russia, and China. Passing this visit, we drove back to Haiphong and began another long drive to Hanoi.

ALL UNION, WOMEN

While in Hanoi, we visited the Haiph Confectionary Co. Like all industries in Vietnam, the candy-maker is completely unionized. The place was staffed from top to bottom with women: 2,000 of them. Their main concern, unlike the ports, was modernization. For every new machine brought in, more workers were laid off. The maritime industry in Vietnam is about 30 years behind us in cargo-handling technology. The bulk cargos are still done by hand and the container service is just starting, yet the potential is enormous. You have a China in the making. Vietnam’s major need now is for the United States to open its trade embargo and allow investment.

TRADE BENEFITS ILWU

The trade we generate with Vietnam will all come through west coast ports. Politically, the ILWU needs to start courting west coast politicians now to support trade and political ties with Vietnam.

What was our advice to the trade union leaders, government officials and newspaper people we met with? The Vietnamese have had little or no experience dealing with multinational corporations. We explained what can be very hazardous to the workers. The people must not be led to believe that to be competitive with other countries they have to work cheaper, out-produce, or work unsafely.

The Vietnamese worker will suffer, as all workers in the world have suffered, by believing these lies. We told them that if they didn’t believe us they should visit their sister country, Thailand. They’re the first-hand what happens when big government and business take control.

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The next-stop was the Pusan Port and the workers of the seaport are working 12 hours and one shift off at all times. The port is manned by armed military in case of strikes.

SOUTH KOREA:

SOUTH KOREA:... we met with the representation of the union, those sections. He also expressed an appreciation of the ILWU's support in the past. Our next stop was the Pohang Works of the POSCO. A total of 24,000 employees work three shifts working 12 hours a day. The work is steady and the government, availing itself of the government’s policies, makes the work available. We were told that all this was built for the export market and is not for the use of the locals. The government can repossess the land, so they take the chance. Even though their situation seemed hopeless, the Filipinos people were remarkably friendly. We drew crowds wherever we went; everyone wanted to meet the American union people. We were met by a delegation from the ISU and the workers of the union executive board was reading a copy of the ILWU Constitution and The Dispatcher to her family. Everyone was hungry for information.

Time and progress has stood still for the workers of Negros. Sugar workers still earn the minimum wage or less when they work on a non-union plantation. Unions still face the threat of violence and repression from the government and the landowners’ private security forces. The sugar planters and the big landowners still control most of the local government, the economy and the resources.

GAP BETWEEN RICH, POOR

There is a wide gap between the rich and the poor, and the poor are very poor. There are districts in Bacolod City in Negros where every house is a mansion, but each mansion is also surrounded by high brick walls topped with razor wire. The government is doing very little to help the common worker. In fact, they are in the process of luring foreign multinational corporations with promises of cheap and trouble-free labor. Sadly, the unions are bogged down in bureaucratic fighting. Many of them seem to be tools of other powers, politicians or individuals.

MAMMOTH HYUNDAI COMPLEOTES

Hyundai has concentrated its efforts on the heavy industries and is also the world’s largest shipbuilding company. For this reason, we had a long discussion with General Secret Chang Chu of the UPTU, who set up our stop in June with the president of the union, Lee Choy Tal and along with other members.

June 15th, after a tour of the Pusan Port, we met with the president of the union, Lee Choy Tal and along with other members. Our next stop was the Pusan Port and Union. The local president of the union, Mr. Oh Moon Hwan, asked in all confidence. The government even set up a special study (steady) workers in the terminals because it is difficult. The steady employees all work and the terminals are not a place to be. We pointed out the sections in our contract with this problem. President Chou thanked us for our study sections. He also expressed his...
A policeman was killed during a march by a group of South Korean students who were attempting to meet with students in North Korea. Labor disputes are being reported across the country in record numbers, as compared with the relative peace in past years.

SINGAPORE: World's busiest port
By LAWRENCE THIBEAUX

Singapore has a lot of infrastructure backed into a very small island. The country is in southeast Asia at the southern tip of the Malaysian peninsula, with a main island and 60 small adjacent islands. The population of 2.8 million occupies 225 square miles.

Singapore City, on the southern shore of the main island, is the capital, the largest city, and the first port. Singapore was originally called Temasek, which means "Sea Town.

There are four official languages: Mandarin, Malay, Tamil and English. English, the language used for business and administration, is the most widely spoken and understood. Singapore is a parliametary democracy with voting rights for adults 21 years old and up, and its laws are based on the British judicial system. The republic is headed by a president and governed by a parliament and cabinet.

The country has no major natural resources, but it has developed a deep-water harbor, making good use of an industrious labor force and an important location. The Asian Pacific Rim is the fastest growing region in the world. Singapore's location at the heart of the Pacific Rim, and its world-class infrastructure, have made the country a global hub for international business, trade and shipping.

SINGAPORE has the world's busiest port. On average, vessels call or leave the port every three minutes. It handles more than 70,000 ships, more than 6 million TEUs of containers, more than 17 million passengers, and over 87 million tons of mineral oil a year. Last year there was a 19% increase in container traffic.

More than 700 shipping lines, including 700 port calls, make Singapore the call on Singapore for cargo, bunker, repairs, supplies and a host of other maritime activities. Gigantic super tankers and container ships, sleek passenger liners, fishing trawlers and traditional wooden lighters all share the busy waters. A total of 81,334 vessels called in 1993.

Six major oil companies operate refineries in Singapore. Their combined refining capacity exceeds one million barrels a day, making Singapore the third-largest oil refining center in the world. With large numbers of ships calling and the presence of refining facilities, Singapore has become the leading bunkering port, and is also rapidly becoming an oil trading center. Another major activity is ship repairs. The PSA, Singapore's maritime activities, has been involved in the repair of ships and other maritime services. The PSA has invested in the latest automated cargo handling equipment, which provides greater reliability and higher productivity.

SOUTH KOREA is the third-largest economy in the world. It has a diverse economy, with a strong industrial base, a well-educated workforce, and a rapidly growing service sector. The population of South Korea is approximately 49 million, and the capital city is Seoul.

The economy is based on manufacturing, particularly in industries such as electronics, automobiles, and shipbuilding. South Korea has a free market economy with a strong emphasis on exports. The country is known for its high-tech industries, and it is a major exporter of semiconductors, telecommunications equipment, and other advanced technology products.

South Korea has a strong tradition of education, with a high literacy rate and a well-developed educational system. There are many universities and research institutions in the country, and a large number of technical and vocational schools.

In terms of culture, South Korea is known for its traditional arts, such as calligraphy, pottery, and traditional music. It has a rich heritage of food and drink, with unique dishes and drinks that are popular throughout Asia.

The country is also known for its vibrant entertainment industry, particularly in the areas of music, film, and television. South Korea has a strong film industry, with a number of popular filmmakers and actors. The country is also known for its popular K-pop music, which has a global following.

South Korea has a high standard of living, with a strong economy and a high quality of life. The country has a well-developed transportation system, with a modern network of roads, railways, and airports. The country is also known for its beautiful natural scenery, with a mix of mountains, forests, and beaches.
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EXCERPTED FROM JUly 29, 1960

TAWAN:

BY DON HOLZMAN

The port of Keeling, 40 minutes from Taipei, is the second-largest sea-
port in Taiwan and is situated on the north coast overlooking the East.
China Sea. We visited the Harbour Bureau, where we heard a presenta-
y by Deputy Director C.T. Huang. We also toured the harbor and
boat and observed three Evergreen ships in the work.

We were told that the expansion of the Keeling sea wall was completed in 1977 and contains about 600 acres of
land. A second phase of construction and expansion will extend the port, in several directions using reclaimed
land. The largest portion of the port facilities are container termi-
s. There are two elevators: one for
and one for cement. The grain
loader's capacity is about 55,000 met-
tons.

We met with the Keeling Dock-
workers Union which represents all
dockworkers. Each facility has a union
boss and an assistant. The tug opera-
ators, pilots, and the traffic control for
the ships are all union members. The
port authority and the independent
unions represent the ports: Su Ao and
Hualien.

The foremost, steady crane drivers
and clerks in Taiwan earn about $30,000 per year, and the basic long-
shoremen earn about $6,000 per year.

These scales are somewhat modified in
ports such as Hualien, where most of
the work is on a piece rate basis.

There are four other international
ports in Taiwan: Su Ao, Hualien, Kaohsiung, and Taichung. We left by
train for Hualien, traveling through a
wilderness of gorges, mountains, and
ragged mountains on the east coast of

COMMUNICATION BETWEEN ORDINARY WORKING PEOPLE OF ALL COUNTRIES LEADS TO BETTER UNDERSTANDING.

One of the responsibilities of our de-
egates will not only be to ask questions
but to listen to them.

Well, our delegates will tell the truth
about our union and its record. They
will say that this is an independent
union that makes its policies on the
basis of what the rank and file want.

They will make clear the fact that our
union has always stood stalwartly
against discrimination of any kind.

They will cite the record about how
our union at convention after convention, and yet it wasn't taken
seriously, has gone on the record for peace and

There may be some people—for
example, some phony committees in
Washington—that may not like this kind of delegation and what it is doing. But our delegations will have a posi-
tive influence.

Our delegations will help build
friendship with working people in
every country. This, incidentally, will
strengthen our bargaining power. It
takes to have friends. The result will
also be to build up the standing of
working peoples around the world that the rank and file every-
where can generate and is prepared to
work and fight for it.

Excerpted from July 29, 1960

PRESIDENT'S REPORT

BY DAVID ARIAN

International President

TAWAN: A VARIETY OF CARGO

The key to ILWU power in the '90s is for a logical group, to support internationalism. We make our money through trade. On the opposite
side, we see American auto and steel-
workers who support protectionism. They are a dying group because they see them as being in their own
self-interest. Bridges and the ILWU went way beyond that. Harry believed in the
ing and on all ships the world over: you have nothing to lose but your
chains. Bridges believed in his heart that only through international labor unity could this union and the working people
survive. The four decades of 1940-1970 did not allow the workers of the world to unite other
than in the political arena. The world after the Bolshevik revolution in 1917 the
independence, the very life of the
world. The workers who support protectionism. The

American longshoremen, we respond. American. We're part of the
American working class. APL, Maersk, Evergreen, NYK and others like them, we must have a organization that connects workers
employed by these companies in all ports.

As hotel and tourism workers in
Hawaii, the cooperation of Japanese
department stores in Mexico and the
same money interests. We're to have any muscle with the
Japanese companies that have so many workers in the US.

Working people and their trade
unions are increasingly waking up to the need to build up old national
structures and tactics.

NEW UNION STRATEGIES

International unions are more than
just radical action through additional tactics such as strikes. We must be able to use
new union strategies. Our unions
must have an international program for its own survival. Internationalism, in a narrow sense, will be the salvation and protection of
the west coast longshore contract. Internationalism in a world-wide sense can strengthen the movement for living for all workers and the survival of humanity.

The ILWU must see its interna-
tional program as the primary pro-
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