

"Don" t put out the fire of National Railway Workers" Struggle"

Appeal to start a New Nationwide Movement:

Let's start a new nationwide movement against the Division and Privatization of National Railway and for the withdrawal of the dismissal of 1047 national railway workers

Endorsed by:

ITO Akira (Researcher of Japanese Modern History)

IRIE Shiro (President of Independent Trade Union of Standard-Vacuum Oil)

UTSUNOMIYA Osamu (President of Ehime Prefectural Workers Union)

OHNO Yoshifumi (Former Director of Aki Labor Standards Supervision Office)

OWADA Koji (Minato-Godo/Metal and Machinery Workers' Union in Osaka)

KITAHARA Koji (Secretary General of Sanrizuka-Shibayama United Opposition League against Airport Construction)

Kim Weon Jun (Researcher of History of Korean Labor Movement)

Go Yeong Nam (Vice-President of Solidarity Union of Japan Construction and Transport Workers Kansai Area Branch)

SUZUKI Tatsuo (Lead Lawyer of the Trial of Hosei University Repression)

TAKAYAMA Shunkichi (Lawyer, Representative of Society for Constitution and Human Rights in Japan Federation of Bar Associations)

TESHIMA Koichi (Former Secretary-General of Kokuro Kyushu Headquarters)

NAKAE Masao (Former National Vice-President of National Railway Motive Power Union)

HANAWA Fujio (Adviser of Setagaya Regional Trade Union Council)

HAYAMA Takeo (Lead Consulting Lawyer of Doro-Chiba)

YAMAMOTO Hiroyuki (Secretary Treasurer of Doro-Chiba Support Committee)

YAYAMA Yusaku (Former Member of the House of Representatives/ member of Solidarity Committee to JNR struggle in OKAYAMA)

Jack Heyman (Executive Committee Member of International Longshore & Warehouse Union Local 10)

32 representatives of confederations and unions affiliated to Korean Confederation of Trade Unions Seoul Regional Council

Solidarity Union of Japan Construction and Transport Workers Kansai Area Branch



Let's organize a new movement to support national railway struggle in every workplace and community

Don't Put Out the Fire of

A New Movement



The New Nationwide Movement has historical significance to revitalize labor movement

ITO Akira Researcher of Japanese Modern History

The reason why I have become one of the sponsors of this movement is my perception that now is the crucial time also for me who have been studying the postwar labor movement. I think that labor movement is one of the essentials, which constitute democratic society. Former Prime Minister NAKASONE Yasuhiro carried

out his politics in 1980s with an obvious strategic purpose to fatally undermining of democracy by destroying labor movement.

The struggle of 1047 national railway workers, who suffered a lot of hardship, should never be treated simply as an object of salvation. They are fighters who struggled for more than twenty years, upholding their belief that confidence in, and devotion to labor movement are fundamental value for this society. Therefore, this nationwide movement should take lead in strengthening and rebuilding labor movements as the core of society, fully sympathizing with 1047 national railway workers' struggle. I' ve come to the conclusion that the New Nationwide Movement will have historical significance to restore the labor movement.

Korean labor movement is watching on the struggle 1047 railway workers

Kim Weon Jun Researcher of History of Korean Labor Movement

I am Korean resident in Japan, and my job is the research of Korean labor movement. Korean labor movement has recently been highly appreciated worldwide. In reality, however, it has suffered extreme repression in these years. The right to organize of teachers union and civil service union has been frequently infringed.



I am greatly encouraged by the fact solidarity message have come to this nationwide movement from 32 leaders of Korean labor movement which consist of mainly Korea KCTU Soul regional council. It shows that the struggle for withdrawal of 1047 railway workers' dismissal, upholding opposition against of the Division and Privatization of JNR, has received attention of Korean labor movement.

I'm determined to start my study of labor movement once again through realizing the significance of this struggle, and learning the fundamental principle from it. I feel it my duty to tell what I learn form this struggle to militant Korean unions. I heartily congratulate the start of the nationwide movement just when the JNR struggle faces a major turning point.

National Railway Struggle!

started

Significance of a New Nationwide Struggle

The struggle in workplace is the greatest support.

Go Yeong Nam (Vice-President of Solidarity Union of Japan Construction and Transport Workers Kansai Area Branch)

We are faced with a problem how we actually support and struggle together with Doro-Chiba Tosodan and the comrades of Kokuro Tosodan, putting forward the demand of the withdrawal of dismissal. It is also needed to support by money, which must reach at the target of 100 million yen fund. I'd like to emphasize that



organizing in the workplace is crucial to keep their struggle from isolating. There is no other effective means.

A large number of workers were transferred to dispatched job and irregular employment by the Division and Privatization of National Railway. The core of the struggle exists exactly in this issue. Workers' anger is accumulating as their rights are fiercely deprived by dispatched and irregular employment. I think that exactly this prevailing situation of workers would help strengthen the struggle of Doro-Chiba and the comrades of Kokuro.

Ronald Reagan, Margaret Thatcher and Nakasone Yasuhiro aimed at breaking up PATCO, NUM (National Union of Miners) and Kokuro, which was the core of Japanese militant labor movement. As a result of their union busting, neoliberalism became rampant all over the world. Our present issue poses a very serious political problem to the labor movement world over. Only weapon for the victory is the struggle in workplace. I'm confirmed that the continuation of the struggle against the Division and Privatization of National Railway in a new dimension would no doubt encourage and send a gleam of hope to all the workers who are being transferred to dispatched and irregular employment and feel despair at the present labor movement.



Very glad to start the new nationwide movement by great participation

NAKAMURA Yoshimasa (Vice-President of Metal and Machinery Workers' Union in Osaka)

The "Four Bodies and Four Organization" group agreed on the "Reconciliation Plan" or the "Settlement Plan" with the government. I wonder if the "Settlement Plan" was actually gained by their own effort. No, definitely not. I think that the fruit of the struggle of Tosodan, which suffered hardship for over 23 years, is cast aside by the

"Settlement Plan" . In these circumstances the colleagues of Kokuro and Doro-Chiba Tosodan are determined to continue fighting further. I am heartily delighted to start the new nationwide movement together with you here in this rally well attended by so many participants.

Historical
Significance of
National Railway
Struggle

We warn you, Mr. ex-prime minister

We shall finally crush your

National Railways struggle is the last fortress of Japanese workers

UTSUNOMIYA Osamu (President of Ehime Prefectural Workers Union)

Doro Chiba's strikes in 1985 have proved the fact that we can open the way even in difficult situations if we only fight in belief of the power of workers. And these strikes gave big impact to Ehime workers, too. We have learned a lot from Doro-Chiba. We have kept on fighting encouraging us each other and gained many workers to our union members



after many turns and twists. We shall never put out this fire of struggle. It's not only for the fighting Tosodans but also for those national railway workers who were forced to sign the settlement document this time against their will.

Now we municipal and prefectural workers face Doshu-sei offensive (wide regional system to replace the present prefectural system), which means a large-scale privatization and mass dismissal. My union, Ehime Prefectural Workers Union has fought back the attack of abolishing non-clerical works, clinging to the principle of squarely opposing rationalization and successfully opened the way for victory. As a result of the struggle, more than 70% workers have chosen the way to remain as non-clerical workers against the management's policy. It is the power of workers that pushed back this attack.

It is very important for all the workers not to end JNR struggle, because it is the last fortress of workers.



This is the struggle against the revision of the Constitution

SUZUKI Tatsuo (Lead Lawyer of the Trial of Hosei University Repression)

They are putting all of their power to annihilate labor movement. We believe that only working class can bring solution to the present crisis and therefore we shall never allow this mean and unprecedented "settlement" to demand workers' surrender.

We hear that former Prime Minister Nakasone is pleased with this "settlement" . Let's remember what

Nakasone said at the time of the Division and Privatization of National Railway. He said, "I will carry out the task of Division and Privatization and crush SOHYO (General Councils of Trade Unions of Japan), Socialist Party and then decorate the alcove with new Constitution". It was in 1987. Now I warn you, Mr.ex-prime minister Nakasone! It's too early for you to be delighted. In spite of your plan and expectation, the Constitution is still not amended for these 20 years or more. The struggle of 1047 national railway workers have prevented his scheme. Therefore, this struggle is, in its essence the struggle against the revision of the Constitution. Their aim of revising the Constitution is to convert the power relation between people and the state power. We shall completely destroy the ambition of Nakasone by starting this nationwide movement.

Nakasone! It is too early for you to be delighted.

ambition of JNR division/privatization

The aim behind the word, "Reform"

TAKAYAMA Shunkichi (Lawyer, Representative of Society for Constitution and Human Rights in Japan Federation of Bar

What is the core of the JNR division/privatization attack? Maehara, minister of Land, Infrastructure, Transport and Tourism said in his recent statement: "JNR reform has achieved a big result. I' m now determined to do my best to complete the reform of JNR to the end"



I must make it clear, however, that we fighting lawyers are completely against the concept, "reform". That is because we sense in "reform" a vicious, anti-people character and underlying intention of changing the fundamental framework of this country.

What kind of landscape of society are they expecting to bring about through ultimately crushing the power of workers and labor unions? We lawyers easily realize what they are intending.

Time has come that the fighting lawyers, workers and labor unions unite together. By Saiban-in (Lay Judge) System, they try to implant in the mind of lay judges, citizens and people the idea that it is their duty to defend their own country and thus to carry out the revision of the constitution in their mind.

These two attacks, the attack on fighting national railway workers and the attack on the Constitution, are surely one problem. Justice System Reform is in the midst of neo-liberal offensive. There exists enough reason that we should



A demand of withdrawal of dismissal is the principle of labor movement

HAYAMA Takeo (Lead Consulting Lawyer of Doro-Chiba)

It is only natural that 1047 workers fight the struggle for the withdrawal of dismissal. Isn't it the basic principle of labor movement to uphold the standpoint never to allow dismissal even of one worker and actually to fight for withdrawal uncompromisingly?

According to the statement of JIMI Shozaburo (once a member of Liberal-Democratic Party's Nakasone faction and now the new Minister for Posts and Telecommunications), who attended the

Union Convention of Kokuro (National Railway Workers' Union), former Prime Minister Nakasone was satisfied with the "settlement" and told him "Well done". These words of Nakasone clearly reveal the essence of the "settlement". Nakasone is the very person who declared to destroy the Constitution by saying, "Sweep the room by Administrative Reform and decorate the alcove with new Constitution"

I was astonished to learn that on a union meeting, an incumbent minister proudly reported this story of Nakasone and not a single Kokuro union member protested or heckled him. It's no more a serious labor union convention.

Let's make a starting

labor movement to confront



Donation for the dismissed workers' nationwide pilgrimage

IRIE Shiro (President of Independent Trade Union of

Standard-Vacuum Oil)

9 workers of Doro-Chiba and 4 workers of Kokuro, 13 workers in all make a strong part of dismissed 1047 national railway workers, who have kept on fighting for 23 years. I was also dismissed 26 years ago in July. For the dismissed workers, collecting donation is a very important struggle because we absolutely need money to live in

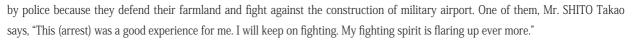
a capitalist society. Please make big donation for these road warriors to visit every place or working place from Hokkaido to Okinawa to organize.

We no longer need rotten old politics

KITAHARA Koji (Secretary General of Sanrizuka-Shibayama United Opposition League against Airport Construction)

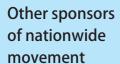
Neoliberalism destroys people and workers' lives, ruins farmers and agriculture from the basis and deprives freedom of expression and future of youth and students. Besides neoliberalists are the ringleaders which cause wars all over the world.

Recently, 2 farmers of our league were unjustly arrested by the state power. They were assaulted



Sanrizuka struggle shall never be crushed by the state power repression. We have 43 years' invincible history. "Watch out, the ruling power! You' ll know what we really are"

There are workers who make necessary goods, such as pots and pans, and who work for transportation or communication while on the other hand there are farmers who product indispensable food. If they only unite, isn't it enough to win? What do we need more? We no longer need rotten old politics. Let's knock down neoliberalism and let's make a new society. I'm firmly convinced that is the goal of this nationwide movement.



Individuals: YAMAMOTO Hiroyuki (Secretary Treasurer of Doro-Chiba Support Committee)

OWADA Koji (Minato-Godo/Metal and Machinery Workers' Union in Osaka)

NAKAE Masao (Former National Vice-President of National Railway Motive Power Union)

point to revitalize

neoliberalism

Struggle against the constitutional revision and war

OHNO Yoshifumi (Former Director of Aki Labor Standards Supervision Office)

I could not read talk of MAEHARA (Minister of Land, Infrastructure, Transport and Tourism) without anger. JNR division/privatization is nothing but a government's crime: Labor unions were crushed, state finance was taken over, community and lives were destroyed, very existence and dignity of workers and their families were broken up, many workers were driven to suicide and many accidents occurred because of privatization.

Did MAEHARA forget the Amagasaki derailment disaster?

MAEHARA's document "Do the best for completion of JNR reform" is an additional crime.

TESHIMA Koichi (Former Secretary-General of Kokuro Kyushu Headquarters)

I'd like to ask you not to blame 904 railway workers who were forced to make agonizing decision. I admire the courage of you all who have determined to fight against JNR division/privatization without compromise to the end. Let's fight together.

HANAWA Fujio (Adviser of Setagaya Regional Trade Union Council)

There is no formula in the solution of labor dispute. However, in the case of 1047 dismissed workers' struggle for reinstatement, it is clear that the government is responsible for solution since the government's unfair act of labor dispute was also juridically proved and the history of hard struggles for 24 years has verified the righteousness of workers' cause. JNR "privatization attack" is equal to camouflage bankruptcy. In spite of this evident fact, I wonder why such a "settlement" has been worked out: "The government is not responsible for all. The government is not request to order but only to ask JR to employ some of dismissed workers. The qualification to get pension payment is not admitted for workers". I'm not at all persuaded. There will be harder fight from now on, but as long as the railway workers continue to fight against "political solution", I will go on with support to and solidarity with them.

YAYAMA Yusaku (Former Member of the House of Representatives/ member of Solidarity Committee to JNR struggle in OKAYAMA)

Former Prime Minister Nakasone advocated "Total reexamination of post-war politics" and spoke in public, "Sweep the room by Administrative Reform and decorate the alcove with new Constitution" "My definite intention was to crush Kokuro, SOHYO (General Council of Trade Unions of Japan) and Socialist Party".

200,000 railroad workers were thrown out of working places. 200 railroad workers were driven to suicide. SOHYO and Socialist Party were disbanded. Japanese labor movement was forced to retreat. After that, employment, wages, rights and unity of workers were destroyed under neoliberal policy and 40% of all the workers were pushed off to irregular employment. 23 years' struggle of 1047 workers against the attempts of unfair settlement of JNR division/privatization attack is a decisive counter power to these realities. Reconciliation is a total surrender to division/privatization. I shall never accept this.

Overseas: Jack Heyman (Executive Committee Member of International Longshore & Warehouse Union Local 10)

32 representatives of confederations and unions affiliated to Korean Confederation of Trade Unions Seoul Regional Council

Domestic Organization: Solidarity Union of Japan Construction and Transport Workers Kansai Area Branch

A Challenge for a new labor movement

Let's create a New

to confront the Global

To begin my speech, I' d like to express my deepest gratitude to you for your 24-year-long help to the national railway workers' struggle.

Since the plan of political settlement was presented, I' ve examined the whole present development, asked myself and also asked views of my colleagues on what should be done as labor union to address the urgent problem. I' ve finally come to the conclusion that we should stand at the forefront of the new movement. I must tell you, however, that your support has made us take this important decision. I thank you once again.

National railway workers struggle has been fought for almost 30 years. Doro-Chiba waged strikes to oppose to the Division and Privatization of National Railway and 28 union members were fired for for these strikes. In addition, 12 union members were quite unlawfully dismissed by discriminating measure of reemployment. 40 union members of Doro-Chiba in all were the sacrifice of our unflinching struggle against the Division and Privatization of National Railway.

I wonder if we could easily accept the result of the "settlement" proposal as an outcome of 24 years' strenuous struggle of national railway workers. What was originally the aim and purpose of 1047 national railway workers for reinstatement? Are they really satisfied with the conclusion of the "political settlement" that demands recognition of the Law of National Railway Reform? Was all the struggles fought to prove legal innocence of JR? Can you admit the outrageous comment of Nakasone, ex-prime minister (at the time of the Division and Privatization of National Railway) who praised the result of the recent political settlement: "You' ve

done a good job!" ? Can you admit the government's remark that "It has been proved the result of the Reform of National Railway is marvelous"?

I must say that the recent political settlement is absolutely erroneous. It's my conviction. I've no intention of putting blame on a large part of 1047 dismissed national railway workers who are obliged to accept this settlement after fighting bitterly for 24 years. But I'd like to ask severely the headquarters of Kokuro (National Railway Workers' Union) and union cadres if they are really satisfied with this settlement and if they feel justified in carrying out this policy.

Kokuro keeps complete silence in face of Amagasaki rail accident (in 2005), the most serious deadly accident in recent years because Kokuro had made a deal with JR (Japan Railway) Companies, so-called "exhaustive reconciliation". Though it is evident that Amagasaki rail accident was caused as a result of the Division and Privatization of National Railway, Kokuro doesn't utter even a word as labor union. How has Kokuro so far degenerated while national railway workers have been fighting for 24 years? I asked myself quite seriously how it could happen. Why has the national railway workers' movement been reduced to such a miserable situation as this? All problems boil down to the question: what is labor union?

The recent political settlement represents an epochmaking attack on labor union. The whole society is run by workers. Labor union is an organization of united workers. The decisive battle between the capital and the labor is fought around labor union. The enemy class aims at transforming labor union into an organization that abandons fight.

Labor Movement

Economic Crisis



TANAKA Yasuhiro, president of Doro-Chiba (National Railway Motive Power Union of Chiba)

From this class struggle point of view, it is evident that the recent attack (political settlement) aims at transforming labor union. In other words, labor union is requested to clarify what it should do now.

Is labor union originally so powerless and insignificant?

I reexamined the Miike miners' struggle (in $1959\sim1960$) when I was to make determination to start the new nationwide movement. Miike struggle was called "all-out confrontation of the capital and the labor" . Rank and file coal mine workers were determined to fight a decisive battle and the state power posted tens of thousand of riot police around the hopper (coal storage) occupied by the striking coal miners. Huge number of workers of every industrial branch gathered to help the striking

miners from all over Japan. On the eve of the violent showdown of the struggle, however, the union bosses acted very quickly to sell out the struggle, succumbing to the arbitration.

Looking back the history of Japanese labor movement, we find that the case of Miike struggle is no exception and that the history has repeated similar defeats many times. Have we to come to a conclusion that labor union is no more than that? No, definitely not. Labor union should be something more powerful and more significant. When individual workers are united together, they'll be able to exhibit their power to move the whole society.

Should we accept that 24 years' struggle against the Division and Privatization of National Railway ends up in such an outrageous and humiliating political settlement? Was the struggle of 1047 national railway workers totally worthless or powerless? No, I don't admit such a miserable story.

We must realize that the struggle of 1047 national railway workers against dismissal for 24 years, supported by workers across the country, has quite an enormous significance in the post-war history of Japanese labor movement. It was a great labor counter-offensive against the major capitalist and state power offensive to liquidate labor movement itself. This struggle has constituted an important counter-power to the neo-liberal offensive. The attempt of constitutional revision has been blocked by this struggle.

Is it acceptable that such an important struggle should reach a termination in this way? We are now confronted with an all-out offensive on public service workers, namely those workers organized in Jichiro (Municipal Workers' Union) and Nikkyoso (Japan Teachers' Union) under the pretext of fiscal crisis.

Ten million workers have been thrown into irregular employment and suffering from severe conditions since the Division and Privatization of National Railway was executed. Every thing started from this. In face of this serious situation of Japanese labor movement, what should we do? I'm convinced that this struggle concerns not only the dismissed 1047 national railway workers but has a central position to gather all angry voices of huge amount of workers of all industrial branches across the

country. When you think only about yourselves quite indifferently to other workers and dissociate yourselves from the total Japanese labor movement, you are mistaken. You can't win. The crucial point lies here.

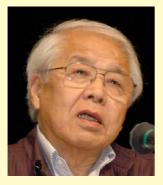
Struggle against the second version of the Division and Privatization of National Railway

Workplaces of JR are now faced with the offensive, or the second version of the Division and Privatization of National Railway. National Railway was divided into 7 private companies in 1987. But now JR companies are going to carry out an overall outsourcing of almost all business of railway and to turn all JR employees into irregular employment in sub-contractors' companies. Rail safety is exposed to a total collapse.

This time, JR Companies are to be divided into several hundred sub-contractors instead of 7 in former days. It is nothing but the second version of the Division and Privatization. In this critical moment, it is declared that the Division and Privatization of National Railway have been successfully completed (by the Transport Minister and echoed by corrupt union bosses).

We of Doro-Chiba succeeded in blocking the attempt of outsourcing due to start nationally on April 1st this year through 5 waves of strikes since the plan was published last October. In fact, the offensive of outsourcing has already started in 2001 and it was accepted by Kokuro and other unions without any significant resistance because those

YAMAMOTO Hiroyuki: Secretary Treasurer of Doro-Chiba Support Committee Turn enemy offensive into our counter-offensive!



"Don' t put out the fire of the struggle of dismissed national railway workers" .

We heartily endorse this appeal, and have determined to fight it out, changing the desperate enemy's offensive into a good opportunity to launch our counter-offensive. -The whole society is flooded with unemployed people and the danger of war is threatening. In this serious situation, could you really admit that the national railway workers' struggle is brought to an end? Could you admit the decision that the struggle for the withdrawal of 1047 dismissed national railway workers be terminated, which has been playing a pivotal role in Japanese labor movement, through confronting with

brutal union busting, attempts of revision of the constitution, desperate war drive, etc? Considering the grave situation we are facing now, we've decided to endorse this New Nation-wide Movement. \cdot

Neoliberalism was launched in Japan 23 years ago by the offensive of the Division and Privatization of Japan National Railways. To fight back, Doro-Chiba waged 2 waves of powerful strikes, upholding the

union leaderships were seeking reconciliation, or a political settlement with the capital and the state power.

Once again, I' d like to call your attention to the grave implication of the Division and Privatization of National Railway, that was a decisive trigger of a series of neo-liberal offensive in Japan, sweeping over the whole society with the market principle and driving a huge number of workers into unstable, irregular employment. Every one knows very well that how severely working class was hit by this offensive and how terribly labor unions were attacked and forced to experience setback.

Let's realize the vital importance of the struggle against the Division and Privatization of National Railway as an effort to revitalize militant labor movement in Japan even if it must start from a relatively minor force. Considering these circumstances and our experiences, I'd like to call on you to join us in our fresh challenge to build, with your valuable help, a new labor movement that squarely confronts neo-liberal offensive and addresses the task in face of the present global economic crisis.

Doro-Chiba is a small union. With our limited power, it is difficult to say how far our voices could reach to persuade our colleagues all over Japan. But it is clear we must start from zero with determination. If we succumb to the present circumstances without starting a new struggle, even a small union will inevitably split into pieces and vanishes. Let's gather lessons from our own struggle of Doro-Chiba



that found the way forward in strengthening unity in face of the Division and Privatization of National Railway.

We are now on the start line of a new struggle, a new nation-wide movement. Capitalist system is collapsing. Angry voices of working class are spreading all over the world from Greece, Spain, and Portugal to other countries and continents. I ask myself why Japanese labor movement seems so quiet and docile, while the whole Japanese society is filled with indignation.

Doro-Chiba is determined to take upon a role to gather all these voices of working class and to rally them around national railway struggle. Let's fight together!

union's policy of defending rail safety and confronting rationalization (outsourcing, streamlining). Through carrying out this struggle, Doro-Chiba succeeded to maintain and strengthen unity of the union.

Now the JR (Japan Railway) Companies have launched a fresh offensive of all-out outsourcing of railway business, called "outsourcing revolution". Doro-Chiba resolutely rose up against it and crushed their plan due to start on April 1st. We are heading for victory.

National railway workers are appearing on the stage of Japanese labor movement, represented by 1047 dismissed workers who are fighting against the Division and Privatization of JNR and demanding their reinstatement together with Doro-Chiba. In these circumstances, union members of Kokuro (NRU=National Railway Worker's Union) will surely join this New Nationwide Movement in a great number.

The material basis for our struggle is enormously growing. We must fully realize the significance of this development. Let's create a new magnificent class struggle labor movement to confront neo-liberalism all over the country.



We shall fight

This is the



I' Il fight until the end at the forefront of the struggle

TAKAISHI Masahiro, Head of Doro-Chiba Tosodan

There is no other way for us than to fight till the end of the struggle since the situation

has now reached such a decisive point. The struggle of 1047 national railway workers for reinstatement shouldn't end up with such an outrageous and humiliating "settlement". We won't submit to the "settlement" that was worked out excluding Doro-Chiba. It means, however, that we are given a free hand. We have been trying to act in a reserved manner until today. But from now on, we shall act quite differently, or boldly without any limit. We'll organize and develop our all-out activity across the country with all of our power. I'm determined to fight in such a spirit. I pledge to struggle, backed by your warm support, until we reach a "satisfactory" settlement, satisfactory not for "them" but for us.



Please invite me to talk to you NAKAMURA Hitoshi, Doro-Chiba Tosodan

I' d like to ask you whether a workers' organization deserves the name of a labor union when it easily admits dismissal of its own

members.

We carried out our struggle under the slogan "We' ll never allow a dismissal of even one worker" and we were dismissed for the reason of this struggle. This is the workers' spirit. This spirit is, however, going to be destroyed. What we need is not a conditional struggle. Let's create a fighting labor movement that sticks to this principle of defending every worker's job and life.

Please expand the sales activity of union goods as powerful financial and political weapon of this struggle among workers all over the country. Invite me to talk to you. I'll come to you everywhere you need me.

We are entering now a really crucial stage NAKAMURA Syunrokuro

Doro-Chiba Tosodan

We are much obliged to you for your kind help for 23 years. But this is not the end. We are now entering a (d) (d)

really crucial stage. I will keep on fighting resolutely.

until we get reinstated

spirit of working class

Declaration of 7 members representing 1047 dismissed national railway workers



My determination 24years ago remains unchanged HABIRO Ken, Kokuro Tosodan in Kokura

What was my determination 24 years ago? "Oppose the Division and Privatization of Japan National Railways".

This determination remains unchanged. We never forgive the government and JR for their unfair labor practice and unlawful activities against us. We'll struggle consistently for the withdrawal of dismissal. Therefore, with this conviction in mind, I didn't sign the agreement paper to the settlement. We'll fight in unity together with 4 members representing Kokuro Tosodan until we attain the withdrawal of the dismissal.



I was the only one that was dismissed in the former Akita Railway Administrative Office. Originally, my name was put

Tosodan in Akita

It's Doro-Kakumaru

on the hiring list. Former Doro (Locomotive Engineers Union) led by Matsuzaki, Kakumaru faction, however, pleaded to the then JNR President that it was unbearable for them that those union members of Kokuro who fiercely opposed to the Division and Privatization were to be hired in new companies together with union members of Kakumaru who earnestly supported the privatization policy. Doro forcibly demanded that they, dissident Kokuro unionists, be omitted from the hiring list. It is apparently a flagrant unfair labor practice committed by the state power.



I can't betray the supporters across the country. NARITA Akio, Kokuro Tosodan in Asahikawa

I can't betray the cause of the struggle, because I owe many people a great

deal both materially and spiritually. I don't need compassion and pity for me. I now fully realize that all workers, young and old, men and women, the youth, students and even pensioners have been suffering great hardship since the Division and Privatization of National Railway was put into practice. I am determined to keep on fighting together with you all.

I absolutely refuse to accept such a "settlement" ISHIZAKI Yoshinori, Kokuro Tosodan in Tosu

The "settlement" paper says the former JNR is exempt from responsibility for what had happened in



regard to mass dismissal. I absolutely refuse to admit this "settlement" . It concerns, in its essence, not only national railway workers, but also all workers. I shall never submit to such a "settlement" . We will continue to condemn what the former JNR and the then government had done: all kind of unfair labor practices. Our firm stands against unfair labor practices of the capital and the state power will surely help develop our struggle to change the reality of workers' life. I think it is the right way for us, even if we may suffer from adversities in this endeavor.

JR's outsourcing plan failed

Doro-Chiba's Struggle

and against Rationalization

▼ Outsourcing plan blocked on April 1

Doro-Chiba completely crushed the overall plan of outsourcing of JR East due to start on April 1. It is an unprecedented and exceptional case in the history of Japanese labor movement that a major corporation such as JR (Japan Railway) Company was forced to give up its plan of a large-scale outsourcing by industrial action of a labor union

JR East proposed last October a plan of overall outsourcing of a whole branch of inspection and repair works of car. Inspection and repair works include periodical inspection and maintenance and repair of train. JR East has 50 workplaces of inspection and repair with 5000 workers. Outsourcing means that railway workers are deprived of their workplaces and replaced by irregularly employed workers. Thus railway workers who are proud of keeping rail safety are going to be throwing out of job and driven into a condition without labor rights. "In the current conditions, one third of the work of JR is occupied by maintenance of tracks and cars. Our major concern is to change this situation". This was a statement of SUMITA Shoji, the first president of JR East, which was born as a result of the Division and Privatization of National Railway in 1987. Thus he openly declared a policy of overall cost cutting in the branch of maintenance and safety that has serious implication on rail safety. Since then the branch concerning rail safety has been reduced year by year in a drastic way. Inspection work and renewal of tracks as a whole have been outsourced to sub-contractors since 10 years ago. As a result of the reduction of expense on safety branch, the current account surplus of JR East was trebled in 10 years: from \97.8 billion in 2001 to \261 billion in 2009. The outsourcing of the maintenance work caused frequent breaking of rail from 2004 on. Pressure on tracks has drastically been intensified by meandering movement of wheels caused by speed-up and weight saving of cars added to the effect of "rationalization" (streamlining and cost-cutting, etc). Car troubles are rapidly increasing as a result of abolition of inspection or longer interval of regular inspection, brought about by "rationalization" of maintenance branch. Rate of occurrence of drive trouble caused by car trouble is ten times higher in JR East than

in major private railway companies. It means in the metropolitan commuter area of Tokyo, one rail accident occurs every day. This is a serious situation. Grave rail accidents could happen at every moment. In spite of this present serious situation, JR East is intent to outsource every work of car maintenance branch one after another.

▼ Doro-Chiba blocked outsourcing plan

How did Doro-Chiba succeed in blocking the JR's outsourcing plan? We clarified our standpoint on this issue as follows: "The offensive of outsourcing is the ultimate form of capitalist rationalization and it is a vital task of all workers to decide their own future to fight against this offensive". In several months since last autumn, Doro-Chiba waged strikes for five times.

During these struggles, Doro-Chiba raised several vital problems that would inevitably be produced by outsourcing to the management: illegal working conditions caused by disguised contract, interruption of technological succession, collapse of rail safety, etc.. This struggle has created a new move among rank and file workers not only of JR but also of sub-contract companies through our severe criticism against both JR management and corrupt company union leaderships. As a result of this struggle of Doro-Chiba, the JR East management was forced to abandon its plan of outsourcing due to start on April 1.

▼ The reality behind outsourcing

JR companies' propaganda emphasizes: "We are going to overcome inefficiency and rigid style of bureaucratic office work" "We make our best to raise the quality of service," It sounds quite promising. But in reality, what is happening in actual workplace of sub-contractors as a result of preceding outsourcing? The majority of workers in sub-contractors workplaces are contract employees, dispatched workers, season workers and they are put under very unfavorable working conditions, such as long hours' work, low wage, unstable contract.

Outsourcing inevitably demands higher efficiency and lower cost. Limitless pursuit of curtailment of expenditure drives JR to resorts to every means. The result is terrible deterioration of working conditions.

for Rail Safety and



Japanese manufacturers of digital television and personal computers, for example, for the reduction of cost to the extremity, are outsourcing assembly work of parts, which are imported from China and other countries, to assembling sub-contractors in Japan. "Assembling work is simple enough. It's like putting together plastic models. Point is not the quality of products but their cost". By this overt intention of capitalists, workers are driven to the competition to the bottom, or low wage, beyond national borders.

This is the present reality of working class 20 years after the Division and Privatization of National Railway. Koizumi Reform (2001~2006) has accelerated this trend, shifting ten million workers from regular employment to irregular employment. Now half of young workers can't get job as regular employee.

The major points of neo-liberal offensive, triggered by the Division and Privatization of National Railway that covered Japanese labor movement in 1980's, are violent attack on labor unions and carrying out privatization, outsourcing and irregularization of employment.

In 1995, Nikkeiren (now Nihon Keidanren), a major corporate organization, published a paper, in which it was stated that 90% of Japanese total work force be put into irregular employment in order to win international competition.

▼ Political line of labor movement to fight neo-

Quite regrettably, Japanese labor movement was forced to suffer a major setback in the years since 1980's. Therefore, it is urgent now to reshape a labor movement powerful enough to counter neoliberalism.

Mr. Ito, a researcher of the history of labor movement and one of the endorsers of the New Nationwide Movement, points out that the ideological deficiency of Japanese labor movement is fully exposed in the lack of a position to fight against capitalist rationalization (outsourcing, streamlining, downsizing, etc) during the period of high economic growth and in the capitulation to the rationalization offensive in exchange of wage raising.

The struggle of Doro-Chiba against rationalization and

for rail safety has been fought on the firm standpoint that capitalist rationalization inevitably evolves inherent contradictions. For example, it brings about the issues concerning rail accident and rail safety in the workplaces of railway. In actual development, rationalization is carried out in a serious confrontation of capital and labor. The major task of Doro-Chiba is to organize workers' pride and anger against capitalist rationalization, focusing its discussion on the issue of "rail accident and rail safety". In this way, it is possible to develop a power relationship between labor and capital in favor of workers by expanding and strengthening unity of rank and file workers.

Doro-Chiba positively addresses inevitable questions raised by railway workers: "Who else than labor union is capable of defending railway workers that caused a rail accident?" or "Who does know something about duty and job better than workers in the workplace". Though all of these questions may seem to be quite ordinary and familiar for frontline railway workers, but it is an important daily practice as labor union activity of Doro-Chiba to address these questions and bring about solutions.

The corporate pursuit of efficiency and reduction of expense and personnel directly contradicts rail safety. It seriously destabilizes the working conditions and jobs of railway workers, who are engaged day and night in a duty of running rail transportation safely. They readily realize all these problems. Once a rail accident occurs, however, all responsibilities are shifted on workers on the spot without examining the actual circumstances that should be related to the accident.

Newly hired young railway workers have begun to join Doro-Chiba one after another, saying, "It' ll be too late if outsourcing once starts" "I want to fight outsourcing and decided to be union member of Doro-Chiba" . These new development has contributed much to block the recent attempt of outsourcing in our workplaces.

Now we see a new horizon to overcome the limit of the post-war labor movement of Japan.

We call on you, every one all over Japan

- 1) We, gathering to the June 13 Rally, call for a start of a New Nationwide Movement with an aim of creating a new labor movement that confronts the neo-liberal offensive through developing the struggle to oppose the Division and Privatization of National Railway and to demand the withdrawal of the dismissal of 1047 national railway workers.
- 2) All the participants of today's Rally are requested to play a central role of building support and fighting organizations to keep fueling the fire of National Railway workers' struggle. The recent attempt of bringing a "political solution" has motivated dissolution of numerous local labor organizations, which had supported the national railway workers' struggle for many years as regional centers of labor unions on local level.

In these circumstances, we need to build up or help develop, by our own efforts, new regional support and fighting organizations in various organizational forms, such as Support Committee of Doro-Chiba, etc.

Our goal is to set up as many organizations as possible to found a base for a New Nationwide Movement within this year.

3) The struggle for the reinstatement of the dismissed national railway workers absolutely needs a fund to support their subsistence and struggle (to gather one hundred million Yen). Our immediate task of the movement is to organize a fund-raising campaign as is described in our "platform" (below). Please join us in this campaign.

We are planning to organize support actions in workplaces as well as communities. Concretely, we want to gather monthly support money (at least 1000 Yen) and expect to establish a network that gathers 3000 supporters for the time being.

Further, we demand your help for the purchase of union goods for the life of the dismissed workers. Please donate us a substantial part of your summer bonus.

- 4) We call for protest action to the Railway Construction Organization (former Japan National Railway) and to each JR (Japan Railway) Companies in its site.
- 5) We support the court struggle in the case of the Railway Construction Organization.

Platform for the Movement to oppose the Division and Privatization of National Railway and to support the struggle of 1047 dismissed national railway

- 1) The name of the new movement is "A Nationwide Movement to oppose to the Division and Privatization of National Railway and to support the struggle of 1047 dismissed national railway workers".
- 2) The purpose of this new movement is:
- To create a new labor movement that confronts the neoliberal offensive through developing the struggle to oppose the Division and Privatization of National Railway and to demand the withdrawal of the dismissal of 1047 national railway workers.
- ① To call on organizations and individuals for the endorsement of the New Nation-wide Movement
- ② To call for organizing fund raising campaign to support the lives and activities of the national railway workers fighting for the reinstatement, including Doro-Chiba Tosodan (The present aim is to gather $\$ 100,000,000.)

- ③ To call for setting up Support Committees of Doro-Chiba and promoting movement to solidarity with the national railway workers' struggle across the country
- ④ To support the struggle of Doro-Chiba and other national railway workers for reinstatement against the Railway Transport Organization and JR (Japan Railway) companies and their sales activities of union goods
- ⑤ To publish regular report paper
- 3) Standing Committees are to be established under the direction of the endorsers, including a union member of Doro-Chiba to discuss on daily policy of promoting the New Nation-wide Movement
- 4) Funds are to be sent to the Secretariat of the New Nation-wide Movement
- 5) The Secretariat of the New Nationwide Movement is located in the Union Office of Doro-Chiba: 2-8 Kanamecho, Chuo-ku, Chiba City

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